

BOARD OF SUPERVISORS

Brown County



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PLAN, DEV. & TRANS. COMMITTEE

Bernie Erickson, Chair
Mike Fleck, Vice Chair
Dan Haefs, Dave Kaster, Norb Dantine

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Monday, July 26, 2010

Approx. 7:00 p.m. (To follow Land Con mtg.)

Room 161, Ag & Extension Center
1150 Bellevue Street

**** Tour of UW-Extension Perennial Gardens ****

- I. Call Meeting to Order.
 - II. Approve/Modify Agenda.
 - III. Approve/Modify Minutes of the June 28, 2010.
1. Review minutes of:
 - a. Harbor Commission (June 14, 2010).
 - b. Planning Commission Board of Directors (July 7, 2010).
 - c. Planning Commission Board of Directors Chapter 21 Subdivisions Ordinance Revision Subcommittee (May 27, 2010).
 - d. Planning Commission Board of Directors Transportation Subcommittee (May 10, 2010 & June 21, 2010).

Communications

2. Communication from Supervisor DeWane re: To look at capping Renard Island with clay through grant options, if available. *Referred from July County Board.*
3. Communication from Supervisor Kaster re: Review Brown County's policy on county road repair or reconstruction – how roads are planned, engineered, the cost and how it is paid for. *Referred from July County Board.*
4. Communication from Supervisor Kaster re: Monthly agenda items with regards to Bay Lake's Membership. *Referred from July County Board.*
5. Communication from Supervisor Fewell re: Review the speed limit of 45 mph on Shawano Avenue in the Village of Howard with consideration to reduce the speed limit on 1.9 miles of Shawano Avenue to 35 mph. *Referred from July County Board.*
6. Communication from Supervisor Vander Leest re: Request to review signage at the Hazelwood Lane/Wood Lane intersection and to waive the requirements to allow the City of Green Bay to install crosswalks at the intersection to improve safety for residents. *Referred from July County Board.*

Airport

7. Budget Status Financial Report for June, 2010.
 8. Director's Report.
- #8a Closed Session: At the request of the Airport. To deliberate or negotiate the sale of public property when competitive or bargaining reasons require the session be closed pursuant to Wis. Stat. 19.85(1)(e).

Port & Solid Waste

9. Port - Budget Status Financial Report for June, 2010.
10. Solid Waste – Budget Status Financial Report for June, 2010.
11. Director's Report.

UW-Extension

12. Budget Status Financial Report for June, 2010.
13. Budget Adjustment Request (#10-75): Interdepartmental reallocation or adjustment (including reallocation from the County's General Fund).
14. Budget Adjustment Request (#10-79): Increase in expenses with offsetting increase in revenue.
15. Director's Report.

Highway

16. Budget to Actual-July 2010.
17. Director's Report.

Highway/Planning Commission

18. Resolution Determining Connectivity of Wisconsin Highway 29 and County Highway EA. *(Copy will be provided at meeting.)*

Planning and Land Services

Land Information – No Agenda Items.

Planning Commission

19. Budget Status Financial Report for June, 2010.

Property Listing

20. Budget Status Financial Report for June, 2010.

Zoning

21. Budget Status Financial Report for June, 2010.

22. **Register of Deeds** - Budget Status Financial Report for June, 2010.

Other

23. Audit of bills.
24. Such other matters as authorized by law.

Bernie Erickson, Chair

Attachments

Notice is hereby given that action by the Committee may be taken on any of the items which are described or listed in this agenda.

Please take notice that it is possible additional members of the Board of Supervisors may attend this meeting, resulting in a majority or quorum of the Board of Supervisors. This may constitute a meeting of the Board of Supervisors for purposes of discussion and information gathering relative to this agenda.

Word97/agendas/plandev/April26_2010.

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, June 28, 2010 at the AG & Extension Center, 1150 Bellevue Street, Green Bay, WI

Present: Norb Dantine, Bernie Erickson, Mike Fleck, Dan Haefs, Dave Kaster
Also Present: Tom Hinz, Kris Schuller, Vicky VanVonderen, Chuck Lamine, Cole Runge, Brian Lamers, Chuck Larscheid, Judy Knudsen, Brett Wallace, Chris Phelps, Jim Wallen.

I. Call Meeting to Order.

The meeting called to order by Supervisor Erickson at 7:20 p.m.

II. Approve/Modify Agenda.

Motion made by Supervisor Dantine and seconded by Supervisor Haefs to approve the agenda. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

III. Approve/Modify Minutes of the June 1, 2010.

Erickson provided an email for the committee from Highway Director Brian Lamers with suggested changes to the June 1, 2010 minutes for the committee to review.

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve minutes with changes. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

1. Review minutes of:
 - a. Planning Commission Board of Directors Transportation Subcommittee (May 10, 2010).

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to receive and place on file. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

- b. Chapter 21 Subdivision Ordinance Revision Subcommittee (May 27, 2010).

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to receive and place on file. Vote taken. **MOTION CARRIED UNANIMOUSLY.**

Other

2. Discussion re: Regional Transit Authority – Chris Phelps, Green Bay Metro.

Phelps thanked the committee for allowing him to come before them to speak. He stated that transit in the community is at a crossroads. Since the early 1970s transit had been primarily in the Green Bay area with some exceptions to the outline communities. The community has grown and the transportation system is still set up on the foundation of the earlier times.

The transit authority is struggling with the realities of today on a system based back

in time. As they move forward one of the things driving their struggle is the urbanized area. The urbanized area that is funded at a federal level is larger than the corporate limits of Green Bay, all of which does not receive funding through Metro. Upon the completion of the 2010 census, the Greater Green Bay Metro areas are expecting to exceed 200,000 in population. The federal funding formula is based on a presumption that larger metropolitan areas should be more self-sufficient. Green Bay will lose federal transit operating funds and based on the latest estimates it will be roughly a million dollars a year. Their department operates on an annual budget of \$7.6 million dollars. Based on the Federal Operating assistance, cities between the population of 50,000 – 200,000 have flexibility to use formulized funds for capital purchases or operating expenses. Once they reach 200,000 those funds can be used for capital purchase but not for transit operations.

In Wisconsin, transit systems are funded by different tiers and the state leverages the federal money with state money and then based on operating characteristics they assign funding to each district in the state. Appleton and Green Bay are the ones in this census that will be affected by the loss of operating systems. The effect will be felt across the state since they are all in the same funding tier and as they lose stability to leverage that money as a group that funding drops.

As an industry they could look at the regionalization of transit, it's no longer just a municipal issue but a regional issue. The State of Wisconsin does not have authorizing legislation for the creation of regional transportation authority and that is one of the tools they had asked their elected officials in Madison to take a look at. That is for areas in the state who decide if it's in their interest and in the interest of their community for growth and opportunities to create a transportation district. Phelps stated they will continue to work at the federal level for some modifications of the federal rules, they will continue to work with their elected officials in Madison, however, should nothing change over time they will face all things considered today with the shortfall.

Phelps stated that the riders, through a variety ways of paying, pay approximately 15-16%, the state and federal funds leverage out at about 57-58%.

Erickson suggested inviting Phelps back possibly in December to get an update. He suggested that Phelps work with the candidates running for office this November as well.

Motion made by Supervisor Haefs and seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

3. Resolution re: Requesting that the public service commission of Wisconsin include consideration of the impact on groundwater due to construction in Karst regions of Brown County as part of their review of the Ledge Wind Energy, LLC, (Invenergy) Wind Energy Project application.

Hafs stated this resolution was created after becoming aware of some issues that were found in the Town of Morrison when they were working on an agriculture situation.

Motion made by Supervisor Haefs and seconded by Supervisor Fleck to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.

4. Resolution re: Health Risks Posed by Wind Turbines.

Erickson noted that this was not the Planning, Development and Transportation Committee's resolution but it had been passed onto them as a courtesy from the Health Department. He suggested passing the resolution but with suggested changes from the Human Services Committee.

Motion made by Supervisor Haefs and seconded by Supervisor Fleck to modify the resolution to state 40 decibels under item #1. Vote taken. MOTION CARRIED UNANIMOUSLY.

Erickson suggested changing on page 2 under the first "Whereas" where it states "a concern installation of wind turbine systems *will* result in well water contamination", he would like the word "will" to be replaced with "may".

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to modify under the first "WHEREAS" the word "will" to state "may". Vote taken. MOTION CARRIED UNANIMOUSLY.

Supervisor Haefs stated that he will vote to pass this resolution but felt the information was still grey and further explained his concerns with regards to the resolution. He stated he will go along with it for the health risk issues. Lamine interjected that the state was in the process of developing rules and on a project this size the county has no say in terms of setbacks and this is 100% in the realm of the Public Service Commission. However, with any public information gathering process, the county can submit information for the record. This basically states here are the concerns we have, address them.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.

Amy Kocha, 612 Grove Street, Green Bay

Kocha questioned if there was a deadline approaching regarding this resolution. She stated one thing to consider is that any form of energy has pros and cons and she was baffled by the notion that the committee is prepared to send something through even though they still had questions. She felt the committee work was to get those questions addressed so that when it goes to the County Board those questions are answered. She stated she was trying to clarify what gets accomplished at committee vs. at the County Board level in terms of having a professional present to answer those questions.

Erickson responded that quite a few of the people in the room had been present to many of the informative meetings re: wind turbines. He noted that they can be quite controversial and the information fluctuates depending on who is providing it. Many times there are footnotes stating there are no proven health risks, etc. Erickson felt that this issue is one of those entities that are out there that can be discussed for long periods of time with no right answer because there are no answers at this point. He felt it was opinion against opinion or money against money.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.

Supervisor Van Vonderen stated that three towns got together and hired a consultant who has recommended that the PSC conduct controlled studies at the existing wind farms.

Executive Hinz felt the proper motion was to receive and place on file this item.

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve the resolution as amended. Vote taken. MOTION CARRIED UNANIMOUSLY.

Highway

5. Presentation from WI DOT re: Update on 41 Expansion.

Brett Wallace, Highway 41 Corridor Projects Group Manager, presented a current update on the Hwy 41 project and was available to answer questions from the committee.

Motion made by Supervisor Haefs and seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

6. Resolution Placing Advisory Referendum Question on November Ballot.

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve. Vote taken. Ayes: 4 (Dantinne, Erickson, Fleck, Kaster); Nays: 1 (Haefs). MOTION PASSED.

7. Budget to Actual-June 2010.

Motion made by Supervisor Fleck and seconded by Supervisor Haefs to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

8. Director's Report.

Highway Superintendent Brian Lamers provided a handout (attached) re: Highway employees working over 12 hours. Haefs stated that the overtime issue came up because a Brown County employee had over 200 hours of overtime. It all precipitated from the standpoint that there was an abuse of overtime. He felt it was a waste of time and paperwork and effort to provide such documents. Haefs felt that Department Heads and County Board Supervisors are aware of routine overtime and no longer felt overtime was being abused.

Erickson informed that they had requested at the Executive Committee and the County Board for overtime reports from Department Heads and suggested bringing the request forward to make the noted changes.

Motion made by Supervisor Haefs and seconded by Supervisor Dantinne to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

Port & Solid Waste

9. Port - Budget Status Financial Report for May 2010.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to approve and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

10. Solid Waste – Budget Status Financial Report for May 2010.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

11. Director's Report.

Chuck Larscheid stated that Brown County was one of the recipients of the Great Lakes Restoration Initiative grant funds. He stated it was a five year program and they needed congressional authorization to spend those funds. He stated that they had to apply for federal assistance for funding in order to get those grants. They got \$2 million for Renard Island and \$1.5 million for habitat restoration in the Cat Island chain in the lower Green Bay.

The US Army Corp of Engineers submitted the application for Wisconsin's DNR Chapter 30 Water Quality Certification for the causeway; they have Green Bay as a co-signer.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY.

Item #18 was taken at this time.

UW-Extension

12. Budget Status Financial Report for May 2010.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

13. Budget Adjustment Request (#10-61): Increase in expenses with offsetting increase in revenue.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY.

14. Director's Report.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY.

Planning and Land Services

Land Information – No Agenda Items.

Planning Commission

15. Budget Status Financial Report for May 2010.

Property Listing

16. Budget Status Financial Report for May 2010.

Zoning

17. Budget Status Financial Report for May 2010.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to take items #15, #16 and #17 together. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to receive and place on file. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Highway/Planning Commission

18. Discussion and Possible Action re: STH 29/CTH EA environmental study issues identification meeting results.

Cole Runge, Principal Planner, reiterated information from the attached Staff Report Re: STH 29/CTH EA Environmental Study Issues Identification Meeting Results.

Supervisor Kaster stated that it had sounded as though the decision to make the portion between Willow Road and Hwy 29 a county trunk road was still being determined. He went on to question whether Bellevue believed the change to be true as well. Runge answered that he had mentioned this topic because Willow Road is currently a village road and before it could become a county highway there would have to be a jurisdictional transfer but at this time the assumption is that this will eventually happen.

Kaster questioned the role of the committee and the Planning Department in the study process if the DOT would be the agency making the final decision as to which plan alternative to use for this project. Runge explained that the process has not been completed yet and the intention was for county as well as Bellevue and Ledgeview to be included in this due to the fact that the planned result of this project is that the two roadways connect.

Kaster expressed concerns with the fact that the communities, who will have to live with the renovations, as well as the county, will have to pay the additional costs if they prefer a different plan than that chosen by the DOT. He then questioned the request for the committee not to choose a preference for this plan as Brian Lamers, Highway Commissioner, had already made a selection known.

Runge explained that the selection Kaster had referenced had been given through a joint letter with the Planning Department that had been requested by the DOT as a preliminary step in the process. At that time, it had been the belief of the Highway and Planning Departments that the DOT was not looking for the communities or the county to settle on a specific alternative. He went on to say that they had been looking for input on what the preliminary preference had been, as county staff members were participating on a technical committee for this process.

Runge reiterated that the study process is not yet completed and according to the DOT it will not be concluded for some time due to additional issues that need to be addressed. Kaster expressed confusion with this matter having been brought to the committee initially as something that needed to be decided very quickly, as now it is being pushed back. He stated that he didn't know why the committee couldn't have given their preliminary preference if that was something the DOT was looking at.

Runge advised that while the committee could give a preference, the Planning Department staff is recommending that they do not at this point as nothing will be constructed for quite some time. He went on to say that they had felt this recommendation would be prudent as there are still many unanswered questions. Runge specified that these include questions regarding the financial portion of the project.

Runge explained that the concerns he had referenced had been brought to light during their June 14, 2010 meeting with the DOT.

Runge then invited Jill Michaelson to speak. Michaelson stated that she had recently had the chance to converse with Mike Berg, Director of the Green Bay DOT Office, and her boss Tom Harrison, Manager of the Compliant Operations unit, regarding this project. She reiterated that the DOT feels that linking the two roadways would be best and that the lower priced option will meet the needs of their project. If the more costly alternatives 3 or 4 are chosen the DOT would expect the difference to be made up by the local communities. This is the message that Michaelson had been told that she could give to the committee.

Michaelson went on to restate that currently they are only conducting a study, and that no construction projects are connected to this in the immediate future. She explained that the DOT does not necessarily have to build anything. Hwy 29 in its current state serves its purpose and can keep doing so well into the future. She stated that if operations or safety become a consideration they can make spot improvements. The DOT was looking at this project as an opportunity to work with coactively with the communities and come up with a nice connection from the future roadway to I-43. However, she added, this does not necessary have to be done.

Kaster expressed his understanding of the study and what it has to do with the DOT's end decision. He stated that he has heard about environmental concerns being addressed but had not yet heard anything concerning the residents and how this will affect them. Kaster explained that he wondered what consideration had been given to this as he had not seen any. He expressed concern for the residents and how the 3 lane roadway's traffic would affect their lives and the property value of their homes.

Supervisor Dantine referred to the highways in Milwaukee and the sound barriers that are built and commented that this roadway would cut through the surrounding community. He stated that with this in mind, he did not understand how they could not be looking into how this would affect property values and living conditions.

Chuck Lamine explained that when the Planning Department said that alternative 2 was preferable it had been from a technical standpoint. What they had been resting their case on early in the process was that alternative 2 was consistent with all the comprehensive plans that had been worked on and adopted over the last several years in Ledgeview and in Bellevue. He stated that the County Planning Department had worked with these communities for several months back in the mid 2000s to put both plans together. In addition to that, after the county had finished working with Ledgeview on its comprehensive plan, the village went one step further and did a small area business park plan for that area which showed the road going straight north.

Lamine went on to say that planning for this has been going on for several years. As far as compatibility of the roadway in that area, he said that the committee had touched on the subject in the June 1st meeting wondering why they would plan for less than four lanes. Lamine explained that in that area, and to the north of that area, they were trying to come up with a road that moves traffic efficiently but also compliments the land uses that currently exist and those planned around it. This is why they had opted for three lanes. They had discussed adding things such as landscaped medians, bike facilities, pedestrian facilities, etc. With this plan traffic could move efficiently without constructing something that would overwhelm the area such as a four lane or six lane arterial streets, which, Lamine stated, would be very hard on the neighboring homes.

Lamine acknowledged that it was assumed that if the highway was designed a certain way it could be used by trucks going north and south between the city interstate and the business parks to the north. He stated that there is a very attractive, higher speed interstate just to the west. He explained that if drivers don't believe they can just blow through because of the design of the road, most people would opt to take the interstate and go up to the existing interchanges at either Manitowoc Road or Mason Street to get to the business parks.

Lamine continued that in addition to the homes that Bellevue has been planning for to the north of the area, they had discussed a plan to create a 'downtown' district or a village center district along that road just south of the Eaton Road intersection. What they did not want to have happen is to have a roadway where cars could pass through at high speeds and ruin that atmosphere. He explained that they wanted something that could move traffic efficiently but could also be compatible with the village center and the planned homes.

Supervisor Erickson commented that he had driven through the area being discussed and stated that the current roadway is very narrow. He stated that in his mind, if it is made into three lanes it would be expanded into something that if he was a resident would not be pleasing to him. He felt that the concerns of the communities and their residents need to be taken into consideration. Erickson suggested that the planners put themselves in the shoes of the residents when designing this.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.

Sarah Brunette, 3700 Dickinson Road, De Pere, WI

Ms. Brunette, Administrator for the Town of Ledgeview, stated that Ledgeview had been working on planning for this particular project for at least eight years, if not longer. She explained that as far as this project is concerned the town has done due diligence and property owners are all well aware of the road extension that will take place. The extension has actually been added to the official town map.

Brunette continued that all land surveying had been done in accordance with a comprehensive plan drafted in 2004 that had recently been updated. She stated that they had consistently planned for a business park and for the road to go through it. In addition, they have worked with the DOT, Bellevue, the Brown County Planning Department and the Brown County Highway Department to look at alternatives to find the best routing for the road. It was said that this was being done from developmental, environmental and cost perspectives. All of those criteria had been discussed.

Brunette explained that the chosen alternative would not lead straight to construction. She stated that they need a plan to get to the next stage but to get them moving forward for the best transportation route system that will get them a good connection. She asked that they don't prohibit the process and keep it going forward.

Aaron Oppenheimer – Town of Bellevue Administrator

Oppenheimer responded to the information brought forward stating that they were aware that the comp plans show the road going straight through their community and for Ledgeview. He stated their plan is outdated and will be provided next year. This road had creped up on them as they didn't expect the state to draw up plans as quickly as they did. He stated they will revise their comp plan to reflect the new plans out there. Oppenheimer stated that they were confident that Alternative Four would benefit the town by protecting the residents but

also providing more development opportunity along the roadway. He noted that it will create jobs, and the return on investment over time will certainly make up for the cost if you can get higher use development.

Oppenheimer stated that he had spoken at a previous meeting about the Central Brown County Water Authority. He stated that he had discussions with Dave Vaclavik and Vaclavik stated he was confident that the water authority had no preferred option with involvement of water main. He noted that if anything Alternative Two would be a detriment because it would most likely cover up the existing infrastructure.

Oppenheimer informed that depending on what meeting you attend several issues have been brought up by the DOT with regards to costs and cancelation of the projects. He felt that since the Village was seeking a different alternative the pressure was on to go with the flow. He was hoping that the PD&T can provide some clarity by helping them with this issue.

Gerald Metzler – 3137 Meadow Circle

Metzler was concerned with the positioning of the new road with it being so close to their homes. He felt they could curve the road and run it through the wetlands since they would be eliminating most of the wetlands anyway. He stated he was on the comprehensive plan committee for the Village of Bellevue.

Jeff Van Straten – Village of Ledgeview Chairman

Van Straten stated that they had taken into consideration Green Bay, Bellevue and Brown County's planning as far as a whole with their comprehensive plan. They update their plan frequently and state that there was no secret that the road was running through. He felt it was horrible that people had to deal with it as well as losing property himself to the State of Wisconsin for highway improvements. He wished that they could move ahead so people could get on with the rest of their lives.

Renee Beauchaine - 140 Meadow Circle

Beauchaine stated that the amount of money that people had placed into their homes and property should be taken into account. Their property is on the corner of Huron Road and it is considered wetlands. She stated they are not allowed to do anything to that part of their property but yet the roads are being placed through the wetlands.

2974 S. Huron Road

The home owner stated that she bought her house five years ago and invested well over \$200,000 in a quiet country roads home that they had wanted for a long time and now their investment is no longer what they wanted if the road becomes a bypass with all the traffic and trucks coming through daily. She stated that they had put a lot of projects on hold including expensive landscaping.

James Krines - 3290 Meadow Circle

Krines stated 35 years ago when he had built the house he had to go to the Town of Bellevue to get a variance to put his house on the corner and had to get an extra 8' variance and at that time none of this was in the plan. He stated the traffic and noise is terrible and he felt it would only get worse with EA.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.

Van Vonderen felt that since they had time, they could all work together to come up with a better decision because there were too many things at stake. Erickson suggested a public

meeting in the near future from the DOT. Kaster stated that he did not understand why a couple more meetings would matter when he felt that minds were made up on running the road in front of people's houses. He felt that that this committee and the County Board should give their preference because right now the state only has the highway commissioner's preference. He felt he had only heard about environmental impacts but nothing about the impact to land and property values, the quality of life, air and noise pollution. He felt that a decision needed to be made and brought forward the motion.

Motion made by Supervisor Kaster and seconded by Supervisor Dantine to have a resolution drawn up in favor of option 4 and to ask the State to pick up the additional funding. Vote taken. MOTION CARRIED UNANIMOUSLY. Supervisor Haefs was excused at this time.

Runge asked the committee what they would like the Planning Department to do now with regards to the environmental study, the study won't conclude until they assume October or November. Lamine interjected, he questioned if a resolution gets brought before the County Board, what information are they going to make a decision on? What the state is saying is they would like to go through a study process for the environmental assessment to provide additional information so that all the questions are answered. Lamine stated they are in an unusual situation and if the County Board approves alternative four, then they probably shouldn't even participate in the process which is a kink in the environmental assessment process. Kaster stated he was a little dismayed because it had seemed as though only one decision was being looked at. Lamine stated that at that point they were asking for was an early assessment and the hope was that everyone would be in an agreement and move forward. It's obviously that is not the case. The process is carrying forward to look at all the alternatives yet, no decision was made. Kaster stated that he was curious why everything came to a sudden halt when it was supposed to fly ahead. Lamine stated that it was the state process and the state schedule.

Lamine stated that he hears every discussion about budget and they are looking at an additional cost of \$1.5 million dollar, Lamine questioned how he was supposed to react when he starts bringing his budget forward. He felt it was a mixed message. Kaster stated that Lamine knew him enough to know that he had to feel strongly to be willing to spend the extra money. Lamine stated he could appreciate that but on the flipside there would still be a large impact on one person's home which can cause a lot of distress with relocation, etc. Erickson stated that in his opinion he was seeing a lot of tunnel vision and it only had number two on it. Maybe two is the option but if that proves it, he will be the first one to jump on the bandwagon but would like to get a stronger look at alternative four. He felt they were not listening to the people.

An amendment was made to the motion by Supervisor Dantine and seconded by Supervisor Kaster to ask the state to pick up the additional funding.

19. CTH GV reconstruction project study final report (standing item).

Cole Runge reiterated the report in the packet (reattached) and stated that this report would wrap up their GV study that was started back in February of 2009.

With regards to the progress of the FEMA floodway/floodplain mapping project Lamine noted that it was not a detailed study.

Supervisor Kaster felt that everything seemed to be connected to the state bridge including a state highway and questioned why the county was paying for it. Runge

questioned Kaster on if the state had mentioned that it was going to be a state bridge? Kaster stated from what he understood the state wasn't looking at it right now but that the county wants them to look at it. Kaster went on to note that the state was leading a connection to Hwy 41 from the bridge. Runge interjected that that is unknown yet. He stated that Brett Wallace from the DOT responded during his presentation this was not part of the 41 Reconstruction Project. It is a separate project and had always been designed as a separate project. Kaster stated that everything he had read, the state wants to limit all the access ways that they can.

Runge stated that a draft Interstate Access Justification Report (I.A.J.R) was submitted about three weeks ago. This is a Federal regulatory process to get approval for an interchange on to a Federal Interstate Highway. He noted that they are currently waiting for feedback on it. If it comes back that they won't allow an interchange along Hwy 41 that could knock their alternatives from four to two. That would be input for their process that had been going on for three and a half years. It's never been stated since 1996 by Brown County Planning that the bridge would be a state highway and it was never mentioned by the state that it would be a state highway or bridge.

A brief discussion ensued regarding cost shares; Runge explained that it is a typical arrangement for projects such as this one. He felt that the area will be a large retail destination in the future. The county will for certain segments in Bellevue pick up half, that will be the regional contribution. The local contribution would be for bringing people to and from commercial developments in Bellevue.

Depending on the design of a three-lane, cars may run 20,000-21,000 daily. Runge stated the projections are well over that. Lamine interjected that there was a long stretch for projections. The actual development was greatly exceeding the projections and certain things have slowed down in the last few years. In the past, the population projections did match up but they had a tendency to balance out and level off. Lamine stated if you look at the trend associated, it was pretty close. He went on to inform that the state does a pretty good job and they don't allow things to get out of control. Kaster responded that he still didn't understand building a huge four-lane road; he was concerned it would need to be rebuilt once the road hooked up to a possible bridge. Lamers stated that there would not be a need to rebuild the road but relay asphalt in the future. Runge agreed that they would never recommend building something twice. Lamine informed that their projection would not be 20 years, as Kaster had stated, but the target date of 2020.

Runge informed that what they have heard was that if the state were to do a similar project, chances are it wouldn't be a state highway unless it was an expressway or freeway. That would be the state alternative at this point.

Runge also informed that there are legislative programs out there to fund the construction of bridges. It also requires legislative action to do that. Connections to such a bridge to support it would be funded typically through the general county highway construction process. Those would also be eligible for federal grants through the Service Transportation Program (STP) that was discussed at the Planning Commission.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to suspend the rules to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY.

Sarah Burdette, Clerk/Administrator – Town of Ledgeview

Spoke in favor and briefly went over all that had been done in the last year including studying the impacts of the reconstruction project, reviewed with the county any of the pressures for development that they have gone through, completed FEMA related elements, developed assessment policy and a general sentiment from property and business owners in which they are strongly suggesting the construction to be full speed ahead for next year on this project.

Jeff Van Straten, Town of Ledgeview Board Chairman

Van Straten stated whether the bridge goes in or not, which they were all hoping for, new apartment complexes and subdivisions are going in and will add to the traffic, a bar is going in the Shopko Express and there is an issue with truck traffic. There is a trucking company in Ledgeview with 500 trucks, he stated it horrible to drive these trucks through DePere. If the bridge is put on hold there will still be a traffic issue, there is an issue with holding off on development. He felt this was urgent and they need to get a move ahead on this project.

Supervisor Van Vonderen stated that as a person who drives GV everyday for work and personal use, the road was awful. People are already driving the shoulder of the road to use as a right turn lane and are cutting through the Shopko Express to bypass. The rush hour traffic in the morning is backed up at the area four-way. She believes there is a traffic problem and asked to get it on the books and make it happen.

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.

Runge stated that he would be one of the last people who would advocate a four-lane anywhere but in this case, not because of all the projections or the bridge connection, it's the composition that the traffic they expect to see with the connection of two very large business and industrial parks next to each other. Between the compositions of the traffic over the next several decades he can't help but recommend a four-lane in this situation.

Dantinne questioned what direction was expected from the committee as the agenda item stated "final report". Lamine responded that there were two recommendations and they were asking the committee to make a decision on each recommendation. Based on the findings of the study, BCPC and Highway Department staff recommend that CTH GV be designed and reconstructed as a four-lane divided arterial street and the section of CTH GV north of CTH G be reconstructed in 2011.

Lamine stated that in terms of the planning process, he had been working on this project for 15 years. Their department took a year off from this project to let the communities do some homework. The Planning, Development and Transportation committee had heard what the county had done, and he felt they made some significant strides forward to clarify the picture. In terms of commitments to the planning department at some point decisions had to be made and this isn't something that came up over night. The planning department had worked very hard and their recommendations are in front of the committee. He felt it was a solid recommendation and a good solid plan and he would like the committee to adopt the recommendations brought forward tonight.

Runge stated that the discussions with the Bellevue Administrators in the past were regarding who had to pay what along the road. The administrator told them recently that for Bellevue to know what each person would have to pay, they need a cost estimate for the project. Bellevue can't proceed until the County Board proceeds. The highway department can then put together the design and get a number to Bellevue so that they can proceed with their discussions regarding assessments.

Kaster stated that he would like everyone in the area to be able to react and suggested holding this item. Runge responded that the prominent concern from attendees at previous meetings was cost related which can't be answered until they know what the road will look like. Lamine stated the committee was the ultimate decision makers and understood where it became difficult. Although he respects that, they are at the point where they have to think 20-30 years out. Dantine stated that this was already held for a year and made the motion to move forward.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to adopt the recommendations. Vote taken. Ayes: 3 (Erickson, Dantine, Fleck); Nays: 1 (Kaster); Excused: Haefs.

20. Airport – Budget Status Financial Report for May 2010.

21. Register of Deeds - Budget Status Financial Report for May 2010.

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to take items #20 and #21 together. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to approve. Vote Taken. MOTION CARRIED UNANIMOUSLY.

Other

22. Audit of bills.

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to pay the bills. Vote Taken. MOTION CARRIED UNANIMOUSLY.

23. Such other matters as authorized by law. None.

Motion made by Supervisor Dantine and seconded by Supervisor Kaster to adjourn at 10:45 p.m. MOTION APPROVED UNANIMOUSLY

Respectfully Submitted,

Alicia Loehlein/Anna Meert
Recording Secretary

PORT AND SOLID WASTE DEPARTMENT

Brown County

2561 SOUTH BROADWAY
GREEN BAY, WI 54304

PHONE: (920) 492-4950 FAX: (920) 492-4957

CHARLES J. LARSCHIED

PORT AND SOLID WASTE DIRECTOR

PROCEEDINGS OF THE BROWN COUNTY HARBOR COMMISSION

A meeting was held on **June 14, 2010**, 11:30 a.m., at Holiday Inn – City Centre, Green Bay, WI. The meeting was officially called to order by President McKloskey.

Roll Call:

Present:

President Neil McKloskey
Commissioner Ron Antonneau
Commissioner John Hanitz
Commissioner Bernie Erickson
Commissioner Hank Wallace
Commissioner John Gower
Commissioner Tom Klimek
Commissioner Craig Dickman

Excused:

Commissioner Bill Martens

Also Present:

Charles Larscheid, Brown County Port & Solid Waste
Dean Haen, Brown County Port & Solid Waste
Chip McDonald, South Bay Marina

The Harbor Commission would like to welcome their newest Harbor Commissioner Mr. Tom Klimek.

3. Approval/Modification – Meeting Agenda

A motion was made by Ron Antonneau and seconded by Bernie Erickson to approve the agenda. Unanimously approved.

4. Approval/Modification – May 10, 2010 Meeting Minutes

The question was asked whether or not the board has received a response from the letter that was sent to the Executive Committee regarding the County Meal Reimbursement plan. At this time the committee has not received a response. Staff feels that this issue needs to go to be put on July's Executive Committee agenda in order to receive a response. Director Larscheid added that if the Harbor Commission wants to take up this issue, the letter should also be sent to Human Resources or Administration to assure that the plan is reviewed.

A motion to approve the May 10, 2010 minutes was made by Ron Antonneau and seconded by Hank Wallace. Unanimously approved.

5. Election of Officers

A nomination of Neil McKloskey to continue to serve as President was made by Ron Antonneau and seconded by Craig Dickman. Unanimously approved.

A nomination of Ron Antonneau for Vice-President was made by John Hanitz and seconded by Bernie Erickson. Unanimously approved.

6. **Strategic Plan**

a. **2011 Operating plan for the 2010 Strategic Plan** – *Request for approval*

Last month the Port Strategic Plan that Harbor Commission and Staff had composed was adopted. This plan has not gone through County Board at this time but is scheduled to be addressed at the June 16, 2010 meeting. From this plan, as part of the budget, it was discussed that an operating plan would be put together by July 1st because the July/August Harbor Commission agenda is the budget. To move forward, Dean Haen has put together rough estimates of what the budget items will cost and has included the information in the packet.

The Operating Plan is basically the Strategic Plan with the four themes listed (Open Markets, Sustainable Economics, Expand Markets and Revenues and Autonomous and World Class Operations), strategic initiatives under each theme and also operating objectives in each category to meet the specific strategic theme. The amount associated with each theme was determined after deciding what possibilities could be accomplished under each theme. Approval of this document will allow the committee to see these dollars carry forward into the Ports budget.

While the Strategic Plan is a strategy, the Operating Document is laying out how to achieve these strategies. In the current operating environment there is not going to be the money for each initiative. Staff will need to either find new sources of funding, prioritize what is important or understand that not everything is going to get accomplished and give staff the discretion to decide what is important. Staff felt that most objectives seemed do-able.

Director Larscheid stated that the Operating Plan had passed through the Planning Development Committee without having numbers attached. At this point, should the Harbor Commission approve the Strategic Plan it will set a direction for the budget.

A motion was made by John Gower and seconded by Hank Wallace to approve the Operating Plan.
Unanimously approved.

b. **Port Logo** – *Request for Approval*

Commissioner Craig Dickman stated that one of the things to come out of the Strategic Plan meetings was that the Port of Green Bay had a confusing identity. One thing highlighted in the Strategic Plan was to begin to become more consistent and professional in trying to building grand equity. A need that was identified was to develop a visual image or logo for the Port of Green Bay. Dean Haen worked with an ad group to develop a logo. Included in the packet is the logo that came as a recommendation from meetings with the subcommittee. Dean Haen states that the block lettering and black and gold colors are the same as the Harbor Prosperity effort. The bridge and ship are also great identifiers for the initiative. With approval of the logo this will be the identity that will be carried forward to do the strategic initiatives that are beginning and will hopefully be a 5 to 10 year long term identity for the Port of Green Bay. President McKloskey stated that there is concern that there is not room for identification for communication purposes. However, Dean Haen replied that this is just the visual that will accompany contact information.

A motion to approve the Port Logo was made by Hank Wallace and seconded by Bernie Erickson.
Unanimously approved.

c. **Port 2010 Media Campaign** – *Request for approval.*

Leonard and Finco, a Public Relations firm in Green Bay, is proposing as a public relations effort to utilize the Port of Call logo on Green Bay Metro buses and indoor billboards. This is an inexpensive way to inform the public on how important the Green Bay Port is to the local economy. The advertising on the Green Bay Metro buses would use full color ads and rotate among 13 routes throughout the metro area. The indoor billboards would use high impact advertising, located in restrooms in family oriented establishments.

The function of the media campaign is to renew efforts to make people aware about the Green Bay Port. The campaign could also show that the Port is important to jobs, economic impact and the tax base. The media campaign would also allow the public to associate the wellness of the Port instead of only associating the Port with negative information. Staff found that using the Green Bay Metro buses as a media tool was acceptable** however, they found using the indoor billboards to be objectionable.

A motion to approve the budget for advertising on the buses only and give staff discretion to spend the rest when an appropriate venue is determined was made by Craig Dickman and seconded by John Gower.
Unanimously approved.

7. **Tall Ships Memorandum of Understanding – Request for Approval**

It was discussed at last months meeting that PMI would like to utilize Dean Haen's assistance with the Tall Ships Festival. At the meeting Dean Haen presented a Memorandum of Understanding (MOU) from PMI to address some of the issues where Brown County can provide PMI with assistance but not take on any additional risk. At staff's recommendation, Dean Haen went back to the Corp. Council to discuss the agreement and concerns some of the commissioners had with liability issues associated with participating in the Tall Ships Festival.

In speaking with John Leutscher with Corp. Council, it was concluded that an MOU is not a binding contract but simply an agreement that spells out the services Dean Haen and the county are willing to provide for the good of the public. Since the contract is not binding, rather an agreement, then issue does not need to go to the county board. Dean Haen stated that the MOU is not necessary and there doesn't have to be an understanding. However, should something go astray Dean did not want himself or the county to be liable and only wanted to assist at a community festival that is happening in the Port of Green Bay.

Discussion ensued regarding what, if any benefit Dean Haen assisting with the Tall Ships Festival would have for the Port of Green Bay. Dean Haen felt this was a golden opportunity for the Port of Green Bay to showcase itself. Also of concern is what type and how much insurance PMI has for the event and if they have a certificate of insurance that they could provide. President McKloskey is still quite concerned that Dean Haen or the county could be held liable for issues associated with the festival.

A motion to approve the Tall Ships MOU, pending proof of insurance was made by Hank Wallace and seconded by Craig Dickman. President McKloskey voted against the motion. Motion approved.

8. **Beneficial Reuse of Dredged Material – Update**

Dean Haen updated the committee on the Highway 41/141 project. The D.O.T. has taken samples and completed physical testing on the dredge material to determine if the material is useful for this project. Samples were to be made available for staff at this meeting however the samples had not been made available as of the Harbor Commission meeting time. Dean Haen is optimistic about this project.

9. **Participation in NE Wisconsin Freight Study – Update**

Dean Haen reported to the Harbor Commission that he has been asked to be on the N.E. Wisconsin Freight Advisory Council. This Council is put on by the East Central Regional Planning Commission. Dean plans on attending meetings and assisting the Freight Advisory Council with a study on the freight transportation pattern in the valley – either by trucks, planes, trains or boats.

10. **Audit of Bills – Request for Approval**

Motion to approve the bills was made by Hank Wallace and seconded by Neil McKloskey. Unanimously approved.

11. **Tonnage Report**

Included in the package was the Tonnage Report through May 2010 showing a significant increase in domestic cargo. Overall there were 30 ships so far this year as opposed to 19 in 2009 with a total increase of over 70% of cargo moved through May. With the information given we are actually tracking 2007/2008 levels.

12. **Directors Report**

- **Budget**

The budget has to be submitted to administration the last week of July. To accommodate approval of the draft budget the Harbor Commission needs to move their July meeting from the second Monday in July to July 19th.

- **Fox River Clean Up**

There is no additional information on the Fox River litigation. Director Larscheid did see in the Press Gazette that two of the paper mills were successful in obtaining some insurance to cover some of the Fox River liability. However, he has no independent confirmation of this.

- **Project Manager Position**

The Project Manager Position will be going to the County Board for approval Wednesday June 16th. After approval from County Board the recruitment and interviewing phase can begin. Director Larscheid is hopeful to have the position filled by September. The Project Manager Position has already been approved by Planning Development, the Executive Committee and Management Team.

- **Bay Lakes Regional Planning**

At their last meeting, Planning Development has elected to dissolve their partnership with Bay Lakes Regional Planning due to high cost. With the approval of this motion, the Harbor Commissions Economic Impact Study and Mobile Shift Study will be complicated. The Harbor Commission may choose to make a statement to the total board outlining the benefits Bay Lakes Regional Planning has to the Harbor Commission.

13. **Such Other Matters as are Authorized by Law**

No other matters were discussed.

14. **Adjourn**

A motion to adjourn was made by John Gower and seconded by John Hanitz. Unanimously approved.

Neil McKloskey, President
Harbor Commission

Charles Larscheid, Director
Port & Solid Waste Department

AGENDA
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, July 7, 2010
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, WI 54302
6:30 p.m.

ROLL CALL:

Paul Blindauer	_____	Dotty Juengst	_____
James Botz	_____	Dave Kaster	_____
Keith Chambers	_____	Pat Kolarik	_____
William Clancy	_____	Patrick Moynihan, Jr.	_____
Norbert Dantine, Jr.	_____	Ken Pabich	_____
Ron DeGrand	_____	Gary Pahl	_____
Bernie Erickson	_____	Mike Soletski	_____
Mike Fleck	_____	Alan Swatloski	_____
Steve Grenier	_____	Mark Tumpach	_____
Mark Handeland	_____	Jerry Vandersteen	_____
Greg Henning	_____	Tim VandeWettering	_____
Phil Hilgenberg	_____	Dave Wiese	_____

1. Approval of the minutes of the May 5, 2010, regular meeting of the Brown County Planning Commission Board of Directors.
2. Receive and place on file the minutes from the following meetings:
 - a. Chapter 21 Subdivisions Ordinance Revision Subcommittee (May 27, 2010, and draft minutes from June 17, 2010).
 - b. Transportation Subcommittee (May 10, 2010, and draft minutes from June 21, 2010).
3. **Public Hearing:** Sewer service area (SSA) amendment proposing the addition of 78.46 acres of SSA to the existing SSA in the Town of Ledgeview. (SSA 2010-02 LED)
4. **Public Hearing:** 2010 Public Participation Plan Update for the Green Bay Metropolitan Planning Organization (MPO).
5. SSA amendment proposing the addition of 78.46 acres of SSA to the existing SSA in the Town of Ledgeview. (SSA 2010-02 LED)
6. Discussion and action regarding the 2010 Public Participation Plan Update for the Green Bay MPO.
7. Subdivisions Ordinance variance to Section 21.63 proposing to allow reduced street frontage lot width in Stone Meadows subdivision in the Village of Howard. (VAR 2010-01 HOW)

8. Director's report.
 - a. Update regarding 2011 funding for Bay-Lake Regional Planning Commission.
 - b. Wisconsin Working Lands Initiative meeting with the Department of Agriculture, Trade and Consumer Protection.
9. Brown County Planning Commission staff updates on work activities during the months of May and June 2010.
10. Other matters.
11. Adjourn.

NOTICE IS HEREBY GIVEN THAT ACTION BY THE COMMISSION MAY BE TAKEN ON ANY OF THE ITEMS WHICH ARE DESCRIBED OR LISTED ON THIS AGENDA.

PLEASE TAKE FURTHER NOTICE, MEMBERS OF THE PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE OF THE BROWN COUNTY BOARD OF SUPERVISORS MAY BE PRESENT IN SUFFICIENT NUMBERS AT THE ABOVE MEETING TO CONSTITUTE A MEETING OF THEIR COMMITTEE. THE COMMITTEE WILL GATHER INFORMATION AND WILL NOT TAKE FORMAL ACTION AT THIS MEETING.

ANY PERSON WISHING TO ATTEND WHO, BECAUSE OF A DISABILITY, REQUIRES SPECIAL ACCOMMODATION SHOULD CONTACT THE BROWN COUNTY HUMAN RESOURCES OFFICE AT 448-4065 BY THE DAY BEFORE THE MEETING SO ARRANGEMENTS CAN BE MADE.

**MINUTES
BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS
CHAPTER 21 SUBDIVISIONS ORDINANCE REVISION SUBCOMMITTEE**

Thursday, May 27, 2010

Northern Building

305 E. Walnut St., Room 200

Green Bay, WI

3:00 p.m.

ROLL CALL:

Bill Bosiacki	<u>X</u>	Dennis Reim	<u>X</u>
Graham Callis	<u>Exc</u>	Peter Schleinz	<u>X</u>
David Chrouser	<u>X</u>	Michael Soletski	<u>X</u>
Norbert Dantinne, Jr.	<u>Exc</u>	Michael Vande Hei	<u>X</u>
Pat Ford	<u>X</u>	Andrew Vissers	<u>X</u>
Pat Kaster	<u>X</u>	Jim Wallen	<u>X</u>
Chuck Lamine	<u>X</u>		

OTHERS PRESENT: Aaron Schuette

The meeting was called to order by M. Soletski at 3:00 p.m.

M. Soletski stated that N. Dantinne would not be present at the meeting and asked that agenda items 3c. and 3d. be delayed until the next meeting so N. Dantinne could participate.

A motion was made by D. Chrouser, seconded by A. Vissers, to delay agenda items 3c. and 3d. until the next meeting. Motion carried.

1. Approval of the March 25, 2010, Chapter 21 Subdivisions Ordinance Revision Subcommittee meeting minutes.

A motion was made by P. Ford, seconded by M. Vande Hei, to approve the minutes. Motion carried.

2. Follow-up discussion regarding Working Lands Initiative.

A. Schuette provided a brief presentation regarding the State of Wisconsin's Working Lands Initiative and how components of a land division ordinance could be used to help property owners involved in the program. Working Lands Initiative is facilitated by the Department of Agriculture, Trade and Consumer Protection (DATCAP) and is the next generation of Farmland Preservation. The group discussed issues related to the state having counties set up a program and working with local municipalities to make the program work, tax credits, conversion fees and penalties, the effect of the program on exclusive agriculture zoned property, each municipality developing a certifiable map by August 30, 2010, and allowances for certain land divisions without conversion fees if conditional use options are used.

A conversion fee, payable to the local unit of government, in the amount of three times the Department of Revenue Grad I cropland valuation is required whenever a rezoning from exclusive agriculture to a different zoning category is approved. The local unit of government must turn the conversion fees back to the state by March 1 every year, starting in 2011.

The conditional use option uses a 20:1 ratio, which impacts uses of land and cannot have negative impacts on other farm lands. When one acre is divided for non-agricultural development, an additional 20 acres must remain (total 21 acres), but this can occur on each base farm tract to create up to four units plus a farmstead with a conditional use permit. The count does not restart if the property sells or if property lines are changed; the boundary of each is established in the beginning of the process with the certifiable map.

This is why having a subdivision ordinance that requires submittal of all land divisions 40 acres or less may be helpful for both local municipalities and property owners. The local zoning ordinance must act in coordination with the land division process to make sure lots larger than 10 acres meet the standards of the zoning ordinances and Wisconsin Working Lands Initiative requirements to avoid creating unbuildable lots.

D. Chrouser asked if the comprehensive rezone for the program is for a single parcel or an entire municipality.

A. Schuette responded for an entire municipality, every 10 years.

D. Chrouser referenced hearing of Suamico submitting a map that was rejected.

A. Schuette stated that the county was not aware of that occurring, but they did send in a map for Rockland. No response of approval was received but the state did respond with a series of questions, which the county answered. The latest response from the state related to their legal staff needing to provide a response.

J. Wallen asked for clarification that if areas are taken out, the areas must substantially reflect the comprehensive plan.

A. Schuette responded yes.

C. Lamine stated that many of the issues tie to 40 acres. With the existing ordinance, if a split occurs that creates a parcel greater than 10 acres, the parcel created could be in violation of the zoning ordinance based on lot size, frontage, or Wisconsin Working Lands Initiative requirements. An ordinance with requirements for review of lot split of 40 acres or less will help capture this problem.

P. Kaster referenced having a recent Planned Unit Development project with underlying exclusive agriculture zoning. The project was quickly rezoned to eliminate any problems. P. Kaster asked about the relationship with the comprehensive plan and zoning map.

A. Schuette stated that all plans (working lands initiative, zoning, and comprehensive plans) have to be consistent.

D. Reim asked how large the staff is working on this in Madison.

A. Schuette referenced that a few of the staff have left, but did not have a total count.

The subcommittee continued discussion about a failed repeal for Working Lands Initiative and no movement on legislation. Thus, we must continue to operate on what is going on now with Working Lands Initiative.

3. Review and action regarding Subdivisions Ordinance sections 21.30 through 21.32.
 - a. General Provisions (s.21.30)

The proposed version was accepted by the committee.

- b. Dedication and Reservation of Land (s. 21.31)

The proposed version was accepted by the committee.

- c. Land Suitability (s. 21.32)

D. Chrouser asked if agenda Items 3c. and 3d could briefly be discussed by the attending subcommittee members to help keep the project going efficiently.

M. Soletski responded that they should wait for N. Dantine to attend.

The agenda item was not discussed.

- d. Geotechnical Study (continuation from February 25, 2010, meeting)

The agenda item was not discussed.

4. Other matters.

D. Chrouser discussed a concern regarding easements for private utilities and a recent situation that occurred within a subdivision in the Village of Howard. A utility easement was sold from WPS to ATC. The easement is used for overhead power lines. The power in the power lines was increased and caused adjacent property owners building houses outside of the easement to feel electricity from the lines. The private company was claiming that they have more easement than is shown in recorded documents. The subcommittee identified that it almost sounds like an unjust taking.

A brief discussion took place as to if, or how, this could be addressed in a subdivision ordinance.

The subcommittee asked P. Schleinz to invite the Brown County Corporation Counsel to a subcommittee meeting to discuss concerns regarding this type of situation, with the possibility of inviting ATC to a separate future meeting.

5. Confirm upcoming meeting scheduled for June 24 at 3:00 p.m.

M. Soletski stated that he may not be able to attend the next scheduled meeting on June 24 and possibly the July meeting also. The subcommittee should continue on without him if he is unable to attend. M. Soletski asked P. Schleinz to verify that N. Dantine can attend the next meeting.

The subcommittee agreed that the next meeting should be rescheduled tentatively to June 17, 2010, at 3:00 p.m. or another day that allows N. Dantine to attend with the majority of the committee.

6. Adjourn.

A motion was made by M. Soletski, seconded by P. Ford, to adjourn. Motion carried.

The meeting adjourned at 3:44 p.m.

MINUTES
BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS
TRANSPORTATION SUBCOMMITTEE

Monday, May 10, 2010
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:00 a.m.

ROLL CALL:

(Voting)

Jeff Agee-Aguayo	<u>X</u>	Tom Klimek	<u>X</u>
Bill Balke – Vice-Chair	<u> </u>	Brian Lamers - Chair	<u>X</u>
Bob Bartelt	<u> </u>	Doug Martin *	<u>X</u>
Craig Berndt	<u>X</u>	Rebecca Meert	<u>X</u>
Graham Callis	<u>X</u>	Tom Miller	<u> </u>
Matt Halada	<u>X</u>	Chris Phelps	<u>X</u>
Mike Finn	<u> </u>	Scott Thoreson	<u>X</u>
Ed Kazik	<u>X</u>	Ed Wiesner	<u>X</u>

* Steve Birr for Doug Martin

(Non-voting)

David Lowe (WisDOT – Madison)	<u> </u>
Angelica Salgado (FTA Region 5)	<u> </u>
Carlos Pena (FHWA – Madison)	<u>10:35</u>
Bobbi Retzlaff (WisDOT – Madison)	<u>Exc</u>
Aileen Switzer (WisDOT – Madison)	<u> </u>
William Wheeler (FTA Region 5)	<u> </u>

Others present: Lisa J. Conard and Dan Teaters.

B. Lamers called the meeting to order at 10:00 a.m.

ORDER OF BUSINESS:

1. Approval of the August 13, 2009, Transportation Subcommittee meeting minutes.

A motion was made by T. Klimek, seconded by E. Wiesner, to approve the August 13, 2009, Transportation Subcommittee meeting minutes. Motion carried.

2. Discussion of the updated Existing Conditions section of the Green Bay MPO Long-Range Transportation Plan.

C. Runge stated that the original plan was approved in 2005 and an update was completed in 2007. This update is scheduled to be completed and approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on November 3, 2010. C. Runge anticipates issuing various elements of the plan to the Transportation Subcommittee for review and comment in the coming months.

G. Callis asked about the decrease in Green Bay Metro's ridership between 2008 and 2009.

C. Runge stated that a substantial fare increase and service cuts were introduced in 2009. Also, gas prices reached \$4.00+ per gallon in 2008. In 2009, gas prices were less than \$3.00 per gallon. Many passengers who took Metro in 2008 because of the high gas prices likely returned to their own vehicles in 2009.

3. Discussion of the updated Goals and Objectives and Existing Conditions sections of the Brown County Bicycle and Pedestrian Plan.

C. Runge introduced Dan Teaters. Dan is the new Transportation/GIS Planner, replacing Tim Hennig.

D. Teaters stated that the original Brown County Bicycle and Pedestrian Plan was developed in 1994. It was updated in 1998 with minor revisions and updates to completed projects.

D. Teaters reviewed the goals and objectives of the draft bicycle and pedestrian plan.

Goals:

1. The main goal is to create a transportation system that includes and treats bicycle and pedestrian facilities with the same level of importance as automobile infrastructure.
2. Developing a bicycling and walking culture in Brown County.

Objectives:

1. Engineering

- The design of our bicycle and pedestrian facilities must take into consideration people of all ages and physical abilities.
- By providing a safe and convenient network, people will be encouraged to pursue walking and cycling.

2. Education

- A knowledgeable population will be more apt to try walking and/or cycling because of the increased benefits associated with those activities.
- Amount of opportunity to teach is plentiful.

3. Enforcement

- Direct link to education.
- Increasing police presence on bicycles and on foot.
- "Neighborhood watch" = expanded police presence.

4. Encouragement

- Provide additional bicycle parking.
- Design transportation projects around pedestrians and bicycles.
- Mix compatible land uses to provide a variety of destinations that can be easily reached on foot and by bicycle.
- Link regional trails to local trails.
- Provide sidewalks along all bus routes.

D. Teaters stated that the importance of bicycle and pedestrian facilities is increasing locally and added:

- More than 20 new bicycle and pedestrian facilities have been constructed in Brown County since the 1998 plan was adopted.
- Many projects have occurred in the urbanized area.
- Regional trails play an important role in the county.
- Green Bike Program introduced in 2009
 - Recommendations to improve the existing program will be included in the plan.
- Municipalities are adopting new policies for sidewalk installation.
- Focus is being placed on creating a network with high connectivity.

M. Halada stated that WisDOT "shall ensure that bikeways and pedestrian ways are established in all new roadway construction and reconstruction projects in whole or in part from state or federal funds" as per Wisconsin State Statutes, Chapter 85, Section 35 (b).

M. Halada stated that the statutes allow for exceptions. L. Conard subsequently provided the exemptions, which can be found in Chapter 85, State Trunk Highways; Federal Aid Section (35) (c), and are as follows:

1. Bicyclists or pedestrians are prohibited by law from using the highway that is the subject of the project.
 2. The cost of establishing bikeways or pedestrian ways would be excessively disproportionate to the need or probable use of the bikeways or pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost. The rules may not allow an exception under this subdivision to be applied unless the secretary of transportation, or a designee of the secretary who has knowledge of the purpose and value of bicycle and pedestrian accommodations, reviews the applicability of the exception under this subdivision to the particular project at issue.
 3. Establishing bikeways or pedestrian ways would have excessive negative impacts in a constrained environment.
 4. There is an absence of need for the bikeways or pedestrian ways, as indicated by sparse population, traffic volume, or other factors.
 5. The community where pedestrian ways are to be located refuses to accept an agreement to maintain them.
4. Update on the Transportation Enhancements (TE) and Safe Routes to School (SRTS) application schedules.

C. Runge stated that the TE and SRTS application packets are typically distributed by WisDOT every other January with applications due in April.

C. Runge stated the TE and SRTS program application packets will likely be distributed by WisDOT on June 1. It is also anticipated that the deadline for submittal will be around July 15. This timeline is much shorter than in years past.

R. Meert agreed that the timeline was tight, stating that the application approval process typically requires two local meetings prior to submittal to WisDOT.

M. Halada introduced himself as the representative from the WisDOT Northeast Region. Chris Culotta had been the previous representative on the subcommittee but has taken a new position with WisDOT. M. Halada stated he would be the local contact regarding the TE and SRTS programs.

M. Halada stated that the project award announcements are scheduled to be made in November.

5. Any other matters.

R. Meert passed out two flyers:

Bicycle Now! This workshop is sponsored by the Brown County Health Department, WE BIKE, and the Bay Shore Bicycle Club. Basic instruction regarding bicycle maintenance, laws, and riding skills will be provided to participants.

A Bend in the Road: Exploring Transportation Options in Brown County. This summit is sponsored by the Brown County United Way, UW-Green Bay, and Bay Area Community Council.

M. Halada announced that Carlos Pena from FHWA has taken a position with FHWA in Maine. It is anticipated that David Jolicoeur will take his place on the subcommittee.

C. Runge stated that the next meeting of the Transportation Subcommittee will be held on:

Monday, June 21, 2010
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:00 a.m.

6. Adjourn.

B. Lamers closed the meeting at 10:26 a.m.

C. Pena arrived at 10:35 and was briefed by C. Runge.

(DRAFT) MINUTES
BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS
TRANSPORTATION SUBCOMMITTEE
Monday, June 21, 2010
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:00 a.m.

ROLL CALL:

(Voting)

Jeff Agee-Aguayo	<u>X</u>	Tom Klimek	<u>X</u>
Bill Balke – Vice-Chair	<u>X</u>	Brian Lamers - Chair	<u>X</u>
Bob Bartelt	<u> </u>	Doug Martin	<u> </u>
Craig Berndt	<u> </u>	Rebecca Meert	<u>X</u>
Graham Callis	<u>X</u>	Tom Miller	<u> </u>
Mike Finn	<u> </u>	Ken Pabich	<u> </u>
Matt Halada	<u>X</u>	Chris Phelps	<u>X</u>
Ed Kazik	<u>X</u>	Ed Wiesner	<u> </u>

(Non-voting)

David Lowe (WisDOT – Madison)	<u> </u>
Angelica Salgado (FTA Region 5)	<u> </u>
Dave Jolicoeur (FHWA – Madison)	<u> </u>
Bobbi Retzlaff (WisDOT – Madison)	<u> </u>
Aileen Switzer (WisDOT – Madison)	<u> </u>
William Wheeler (FTA Region 5)	<u> </u>

Others present: Lisa J. Conard, Stephanie Hummel (WisDOT), and Cole Runge.

ORDER OF BUSINESS:

Chair B. Lamers opened the meeting at 10:00 a.m.

1. Approval of the May 10, 2010, Transportation Subcommittee meeting minutes.

A motion was made by T. Klimek, seconded by R. Meert, to approve the May 10, 2010, Transportation Subcommittee meeting minutes. Motion carried.

2. Recommendation to the BCPC Board of Directors concerning the MPO's updated Public Participation Plan (PPP).

C. Runge stated that the plan contains two major changes:

1. Under the Transportation Improvement Program (TIP), an administrative modification process has been added. This will allow staff to make minor changes to projects (schedule, funding, funding source) that do not meet the level of changes identified under minor or major amendments.

2. Also under the TIP and other documents, the public review period for amendments is recommended to be changed from 30 days to 15 days. This would allow for greater flexibility with meeting scheduling and is consistent with the review period that WisDOT uses for STIP amendments.

A motion was made by R. Meert, seconded by E. Kazik, to recommend to the BCPC Board of Directors approval of the MPO's updated Public Participation Plan (PPP). Motion carried.

3. Discussion of the updated Future Transportation System section of the Green Bay MPO Long-Range Transportation Plan.

C. Runge stated that the original plan was approved in 2005 and an update was completed in 2007. This update is scheduled to be completed and approved by the Brown County Planning Commission Board of Directors (MPO Policy Board) on November 3, 2010. C. Runge anticipates issuing various elements of the plan to the Transportation Subcommittee for review and comment in the coming months.

B. Balke stated at the May 10, 2010, meeting of the Transportation Subcommittee, M. Halada stated that WisDOT "shall ensure that bikeways and pedestrian ways are established in all new roadway construction and reconstruction projects in whole or in part from state or federal funds" as per Wisconsin State Statutes, Chapter 84.01(35). M. Halada also mentioned that there are five exceptions to the statute. These are:

1. Bicyclists or pedestrians are prohibited by law from using the highway that is the subject of the project.
2. The cost of establishing bikeways or pedestrian ways would be excessively disproportionate to the need or probable use of the bikeways or pedestrian ways. For purposes of this subdivision, cost is excessively disproportionate if it exceeds 20 percent of the total project cost. The rules may not allow an exception under this subdivision to be applied unless the secretary of transportation, or a designee of the secretary who has knowledge of the purpose and value of bicycle and pedestrian accommodations, reviews the applicability of the exception under this subdivision to the particular project at issue.
3. Establishing bikeways or pedestrian ways would have excessive negative impacts in a constrained environment.
4. There is an absence of need for the bikeways or pedestrian ways, as indicated by sparse population, traffic volume, or other factors.
5. The community where pedestrian ways are to be located refuses to accept an agreement to maintain them.

B. Balke asked for an explanation of exception #5

M. Halada stated that WisDOT will work with communities to resolve this issue but ultimately the representatives of federal agencies will make the final decisions regarding funding.

R. Meert stated that this is an issue with the US 41/Lombardi Avenue/Hazelwood Lane area. WisDOT is scheduled to put in the connections/sidewalk aprons at the interchange but Ashwaubenon and Green Bay have decided not to have the sidewalks installed at this time.

B. Lamers stated that the land will be graded to allow the addition of sidewalks in the future should Ashwaubenon and/or Green Bay so choose.

4. Update on the Transportation Enhancements (TE) and Safe Routes to School (SRTS) application schedules.

C. Runge provided an overview of the SRTS and TE/BPFP program schedules issued by WisDOT at the beginning of June 2010.

C. Runge noted that the SRTS applications are due to WisDOT on July 9, 2010. The TE/BPFP applications are due to WisDOT and MPOs on August 2, 2010.

C. Runge noted that L. Conard reviewed the TE/BPFP application guidelines and asked her to summarize WisDOT's guideline revisions.

L. Conard stated that the process remains similar to past cycles. However, WisDOT has identified a three-year program of funds for 2011, 2012, and 2013/2014. In the past, WisDOT offered a two-year program. L. Conard stated that the funding levels for the programs are projected to remain constant. L. Conard stated that the TE program offers \$6.2 million and the BPFP program offers \$5.2 million per year for each of the three years.

5. Other matters.

C. Runge distributed a copy of a letter sent to the MPO by WisDOT regarding the Small Local Highway Safety Improvement Program (Small HSIP). The program can provide funding for safety-related projects greater than \$10,000 but less than \$25,000. Eligibility, program requirements, and project submittal information is provided in the letter. (The contact person for the program is Kathy Drews. Kathy can be reached at (920) 492-5704 or by email at kathleen.drews@dot.wi.gov.)

6. Adjourn.

B. Lamers closed the meeting at 10:18 a.m.

TABLE F
BROWN COUNTY HIGHWAY IMPROVEMENT
COST SHARE POLICY

IMPROVEMENT TYPE	BROWN COUNTY	TOWN/MUNICIPALITY
1. Asphalt Reconditioning: A. Reclaim of existing pavement & base course B. Paving of two (2) 2" asphalt mats C. Curb & gutter replacement	100% 100% 50%	0% 0% 50%
2. Roadway Reconstruction: A. Urban – new concrete curb & gutter, storm sewer, asphalt or concrete pavement (see eligible urban project costs). B. Rural – reconstruction of existing 2-lane roadway, no additional travel lanes C. Rural – reconstruction & widening of existing 2-lane roadway, travel lane addition, including 3-lane with center shared left-turn, or 4-lane divided or undivided roadway (see eligible rural project costs).	50% 100% 50%	50% 0% 50%
3. New Roadway Construction – Urban & Rural:	50%	50%
4. Eligible Project Costs: Federal aid and/or State Transportation fund financing, and County eligible construction project funding will be limited to participation in the costs of the following items as specified in the estimate summary: a. Street grading, base, pavement, curb & gutter, drainage structures, bridges, intersection channelization & turning lanes, and driveway aprons. b. Installation of main line storm sewer trunk lines & laterals, 12-inch diameter or greater. Storm sewer inlets, manholes, and catch basins necessary to accommodate street surface water drainage. c. Concrete sidewalk replacement and/or new sidewalk construction where pedestrian warrants are met. New sidewalk on one (1) side of the roadway only will be cost-shared with Brown County. d. Signing and pavement marking, including detour routes, installation of traffic signal conduit and traffic signals meeting signal warrants. e. Landscaping including seeding/sod and tree & shrub plantings. f. Right-of-way acquisition cost, including the cost of the right-of-way plat development, property appraisals, acquisition negotiations, legal costs and relocation expenses and fees for limited construction easements. g. Cost of wetland replacement mediation. h. Construction engineering related to inspection and supervision of actual construction work. i. Design engineering and all necessary environmental and wetland assessment investigations as required by the State.		
5. Non-eligible Project Costs: Work necessary to complete the street improvement to be financed entirely by the municipality/town or other utility or facility owner includes the following items: a. New installation of, or alteration of, sanitary sewers and connections, water, gas, electric, telephone, fire or police alarm facilities, parking meters, street lighting and similar utilities. b. Traffic signals not meeting signal warrants, as specified by the Manual of Uniform Traffic Control Devices (MUTCD). c. Concrete sidewalks or bicycle/pedestrian off-street trails not constructed as part of reconstruction or new construction projects.		

Rating system

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"–1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2")
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2" deep). Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

**Brown County
Airport
Budget Status Report
June 2010**

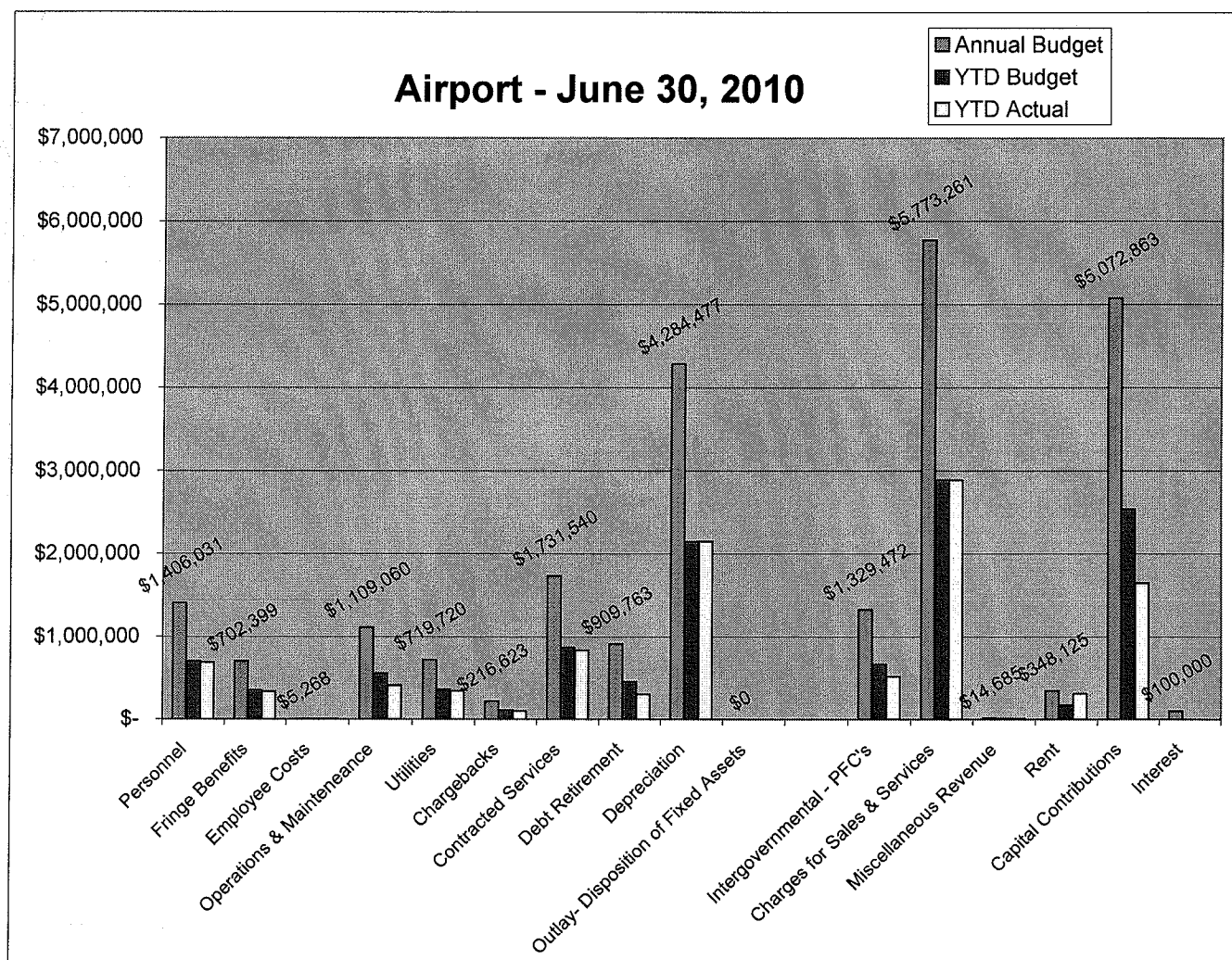
	Annual Budget	YTD Budget	YTD Actual
Personnel	\$1,406,031	\$703,016	\$686,920
Fringe Benefits	\$702,399	\$351,200	\$337,302
Employee Costs	\$5,268	\$2,634	\$1,980
Operations & Maintenance	\$1,109,060	\$554,530	\$407,878
Utilities	\$719,720	\$359,860	\$342,129
Chargebacks	\$216,623	\$108,312	\$101,608
Contracted Services	\$1,731,540	\$865,770	\$832,815
Debt Retirement	\$909,763	\$454,882	\$303,540
Depreciation	\$4,284,477	\$2,142,239	\$2,146,720
Outlay- Disposition of Fixed Assets	\$0	\$0	\$884
Intergovernmental - PFC's	\$1,329,472	\$664,736	\$520,384
Charges for Sales & Services	\$5,773,261	\$2,886,631	\$2,885,254
Miscellaneous Revenue	\$14,685	\$7,343	\$8,137
Rent	\$348,125	\$174,063	\$311,328
Capital Contributions	\$5,072,863	\$2,536,432	\$1,645,727
Interest	\$100,000	\$50,000	\$38,224

HIGHLIGHTS

Airport expenses are tracking right on, or slightly under budget, through June.

Once again, Capital Contribution and PFC's appear to be under budget, though these accounts lag somewhat and should catch up by years' end.

	PAX	Y-T-D TRAFFIC
Thru June	Enplaned	%(+/-)
2010	173,075	+ 1.2%
2009	170,994	



Brown County
Port & Solid Waste
Port Area Budget Status Report
Through June 2010

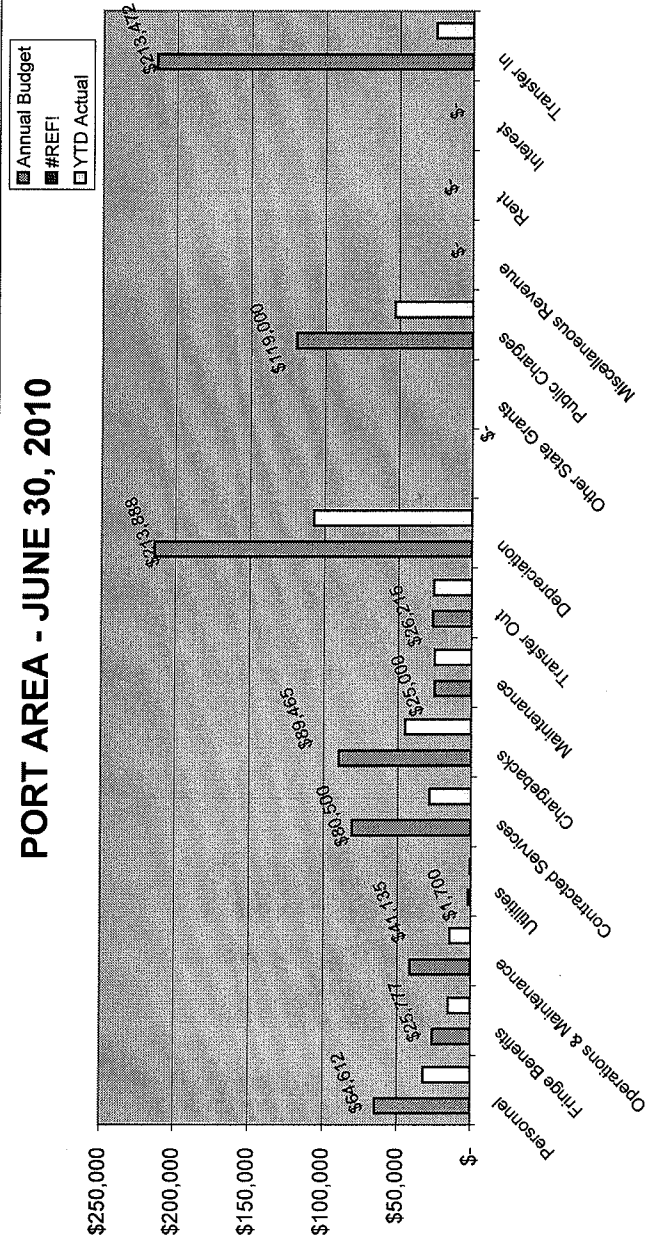
	Annual Budget	YTD Actual
Personnel	\$ 64,612	\$ 31,926
Fringe Benefits	\$ 25,777	\$ 15,050
Operations & Maintenance	\$ 41,135	\$ 14,192
Utilities	\$ 1,700	\$ 763
Contracted Services	\$ 80,500	\$ 28,167
Chargebacks	\$ 89,465	\$ 44,593
Maintenance	\$ 25,000	\$ 25,000
Transfer Out	\$ 26,215	\$ 25,608
Depreciation	\$ 213,888	\$ 106,944
Other State Grants	\$ -	\$ -
Public Charges	\$ 119,000	\$ 52,649
Miscellaneous Revenue	\$ -	\$ -
Rent	\$ -	\$ -
Interest	\$ -	\$ -
Transfer In	\$ 213,472	\$ 25,000

HIGHLIGHTS:

Expenses: Memberships to Amer. Asso of Port Authorities. Asso Great Lakes Ports. Travel to Wash. DC for Congress. Lob bying. Contracted Services for HWY dept Bay port cell reconstruction and Hwy 41 embankment study.

Revenues: Public Charges include dockwall leases and foreign trade zone revenues.

PORT AREA - JUNE 30, 2010



Brown County
Port & Solid Waste
Solid Waste Area Budget Status Report
Through June 30, 2010

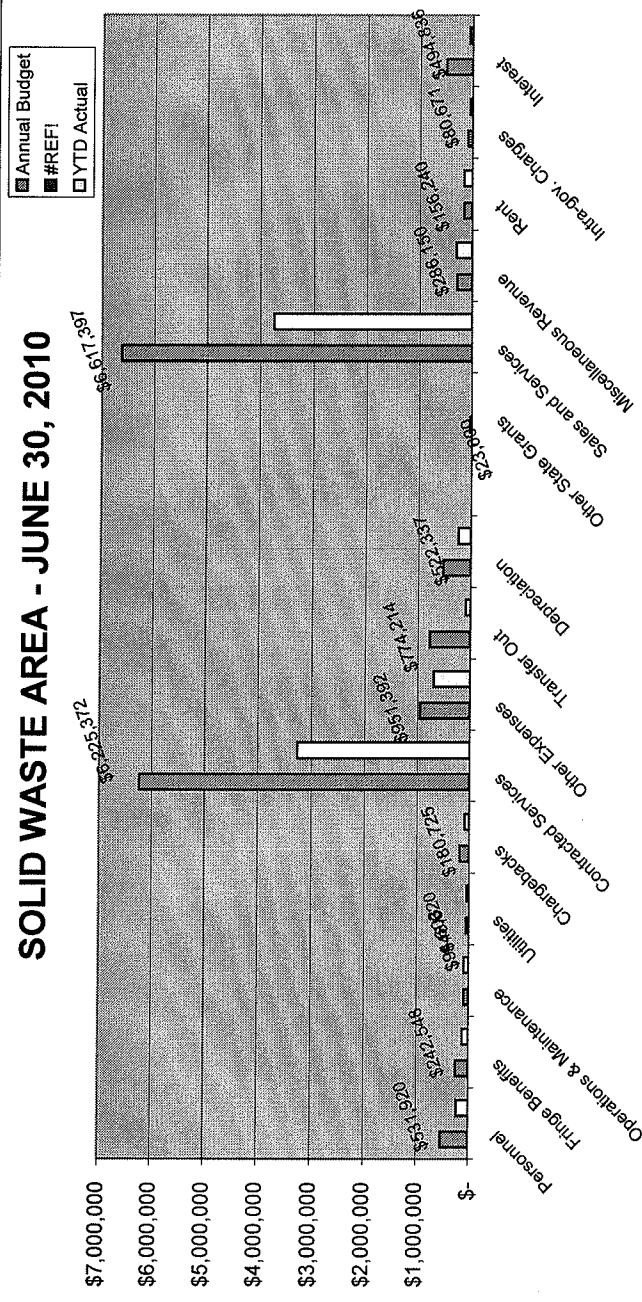
	Annual Budget	YTD Actual
Personnel	\$ 531,920	\$ 228,125
Fringe Benefits	\$ 242,548	\$ 115,335
Operations & Maintenance	\$ 94,603	\$ 93,744
Utilities	\$ 48,620	\$ 45,284
Chargebacks	\$ 180,725	\$ 88,757
Contracted Services	\$ 6,225,372	\$ 3,256,925
Other Expenses	\$ 951,392	\$ 689,885
Transfer Out	\$ 774,214	\$ 94,107
Depreciation	\$ 522,337	\$ 241,027
Other State Grants	\$ 23,000	\$ -
Sales and Services	\$ 6,617,397	\$ 3,736,414
Miscellaneous Revenue	\$ 286,150	\$ 299,193
Rent	\$ 156,240	\$ 154,019
Intra-gov. Charges	\$ 80,671	\$ 40,338
Interest	\$ 494,836	\$ 54,215

HIGHLIGHTS:

Expenses: Vehicle and Grounds Repairs are up due to MRF Front End Loader and building. New Transfer Station Contract begun mid-year is more expensive than budgeted.

Revenues: BOW shared recycling revenues of \$172,933 from Single stream MRF operation higher than budgeted.

SOLID WASTE AREA - JUNE 30, 2010



BUDGET ADJUSTMENT REQUEST

<u>Adjustment</u>	<u>Description</u>	<u>Approval Level</u>
<input type="checkbox"/> Category 1	Reallocation from one account to another <u>within</u> the major budget classifications.	Department Head
<input type="checkbox"/> Category 2	<input type="checkbox"/> a. Change in Outlay not requiring the reallocation of funds from another major budget classification. <input type="checkbox"/> b. Change in any item within Outlay account which requires the reallocation of funds from any other major budget classification or the reallocation of Outlay funds to another major budget classification.	County Executive County Board
<input type="checkbox"/> Category 3	<input type="checkbox"/> a. Reallocation between budget classifications other than 2b or 3b adjustments. <input type="checkbox"/> b. Reallocation of personnel services and fringe benefits to another major budget classification except contracted services, or reallocation to personnel services and fringe benefits from another major budget classification except contracted services.	County Executive County Board
<input checked="" type="checkbox"/> Category 4	Interdepartmental reallocation or adjustment (including reallocation from the County's General Fund)	County Board
<input type="checkbox"/> Category 5	Increase in expenses with offsetting increase in revenue	County Board


Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.090.9003	Transfer Out	67,738.24
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.3000	Unrestricted	67,738.24
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.9002	Transfer In	67,738.24
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.3300.200	Designated for Subsequent Year's Expenditures	67,738.24

Narrative Justification:

Purpose is to establish a Special Revenue fund to account for funds that were erroneously returned to the General Fund from 2004 through 2008. The State has an employee located at the Brown County U.W. Extension office, Conservation and Professional Development and Training Coordinator - Kevin Erb, who does work on behalf of the State (University of Wisconsin - Extension). Net revenues generated by this program during this period of time (which belonged to the State) were commingled with Brown County U.W. Extension funds and transferred back to the general fund in error.

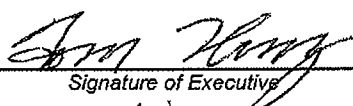
The State had Mr. Erb deposit the funds through the Brown County U.W. Extension office with the intention that the funds would be accounted for separately. The Finance Department was not notified or aware of this verbal agreement until 2009. Upon discovery, an audit of the records was completed by the Finance Department and a Memorandum of Agreement has been established with the State.

AUTHORIZATIONS


 Signature of Department Head

Department: UW Extension

Date: 6/28/10

 *JS*
 Signature of Executive

Date: 6/30/10

BUDGET ADJUSTMENT REQUEST

AdjustmentDescriptionApproval Level☐ Category 1Reallocation from one account to another within the major budget classifications.

Department Head

☐ Category 2☐ a. Change in Outlay not requiring the reallocation of funds from another major budget classification.

County Executive

☐ b. Change in any item within Outlay account which requires the reallocation of funds from any other major budget classification or the reallocation of Outlay funds to another major budget classification.

County Board

☐ Category 3☐ a. Reallocation between budget classifications other than 2b or 3b adjustments.

County Executive

☐ b. Reallocation of personnel services and fringe benefits to another major budget classification except contracted services, or reallocation to personnel services and fringe benefits from another major budget classification except contracted services.

County Board

☐ Category 4

Interdepartmental reallocation or adjustment (including reallocation from the County's General Fund)

County Board

☒ Category 5

Increase in expenses with offsetting increase in revenue

County Board

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.058.4600	Charges and fees	22,161
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.4600	Charges and fees	45,207
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.4901	Donations	1,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5300	Supplies	1,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5300.001	Supplies Office	3,500
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5300.004	Postage	1,700
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5303	Copy expense	1,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5304	Printing	3,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5340	Travel and Training	1,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5365	Special Events	6,500
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5390	Misc	700
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5395	Equipment Non-outlay	1,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.5708	Professional services	2,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.083.057.9003	Transfer out	25,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	270.3300.200	Designated Subseq Yrs Exp.	21,968
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.9002	Transfer In	25,000
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.083.001.4901	Donations	25,000

Narrative Justification:

This budget adjustment establishes revenues and expenditures for the Regional Conservation Training and Manure Initiative Programs. These funds must be accounted for separately as they are State funds. Reference Budget Adjustment #10-75 dated 6/28/10 for more information.

AUTHORIZATIONS

Judith A. Knudsen
Signature of Department Head

Department: Law ExtensionDate: 7/15/10

John J. Harty
Signature of Executive

Date: 7/15/10

Brown County Highway
Budget to Actual State Billing
2010

Maintenance	Description	January	February	March	April	May	June	July	August	September	October	November	December	Total	Contract	Remaining	% Used
0005-01-40	Admin Non Patrol Supervision	-	-	472.29	131,495.92	-	-	-	-	-	-	-	-	131,968.21	165,900.00	33,931.79	79.55%
0005-01-01	Roadway Asphalt Maintenance	4,103.87	4,358.11	1,962.16	1,411.42	1,150.68	1,721.00	-	-	-	-	-	-	14,707.24	161,100.00	146,392.76	9.13%
0005-01-03	Roadway Concrete Maintenance	8,835.82	17,511.41	8,675.15	14,524.79	12,097.67	10,599.84	-	-	-	-	-	-	72,244.68	212,300.00	140,055.32	34.03%
0005-01-04	Roadway Concrete Maintenance-I43	1,139.39	3,976.04	1,892.66	971.93	1,214.23	1,057.65	-	-	-	-	-	-	10,183.90	95,000.00	84,816.10	10.73%
0005-01-05	Roadway Shoulder Maintenance	-	-	-	21,256.72	6,526.69	3,094.80	-	-	-	-	-	-	30,880.21	30,000.00	(880.21)	102.93%
0005-01-06	Roadway Shoulder Maintenance-I43	-	-	-	1,000.88	-	-	-	-	-	-	-	-	1,000.88	5,000.00	3,999.12	20.02%
0005-01-31	Roadway Facility Maintenance	3,482.94	11,791.33	1,334.61	10,572.20	22,386.07	22,759.97	-	-	-	-	-	-	72,327.12	107,000.00	34,672.88	67.60%
0005-01-32	Roadway Facility Maintenance-I43	1,251.04	4,207.57	1,746.72	2,799.87	1,412.37	4,776.32	-	-	-	-	-	-	16,193.89	40,000.00	23,806.11	40.48%
0005-01-33	Roadside Vegetation	11,946.27	17,047.52	50,087.65	67,283.27	25,662.02	36,979.32	-	-	-	-	-	-	208,995.05	219,300.00	10,304.95	95.30%
0005-01-34	Roadside Vegetation-I43	3,760.35	3,163.46	1,737.54	24,833.02	6,184.33	3,821.59	-	-	-	-	-	-	45,500.29	79,800.00	34,299.71	57.02%
0005-01-07	RMN Routine Misc.	-	853.59	2,765.63	13,438.90	4,806.99	3,852.30	-	-	-	-	-	-	25,737.41	97,800.00	72,062.59	26.32%
0005-01-08	Routine Misc.-I43	-	488.88	18,478.76	3,879.29	3,034.76	2,948.68	-	-	-	-	-	-	10,331.61	76,600.00	66,268.39	13.49%
0005-01-11	Winter Maintenance	173,926.66	165,468.95	78,111.82	34,247.80	2,729.63	151.48	-	-	-	-	-	-	454,636.34	1,145,000.00	690,363.66	39.71%
0005-01-12	Winter Maintenance-I43	28,318.62	50,868.53	18,478.76	4,677.42	-	-	-	-	-	-	-	-	102,443.33	236,600.00	134,156.67	39.92%
0005-01-21	Routine Bridge	255.40	430.28	255.40	2,060.40	2,011.01	394.72	-	-	-	-	-	-	5,407.21	111,000.00	105,592.79	4.87%
0005-01-22	Routine Bridge-I43	456.86	297.70	255.40	5,799.25	191.55	221.57	-	-	-	-	-	-	7,222.33	55,000.00	47,777.67	13.13%
0005-01-24	Bridge-Lift	-	565.23	3,033.93	15,892.57	1,892.48	22,922.70	-	-	-	-	-	-	44,096.91	31,200.00	(12,896.91)	141.34%
0005-01-41	Admin Patrol Supervision	10,643.58	10,527.23	10,722.35	16,123.62	10,048.08	10,051.35	-	-	-	-	-	-	68,122.21	127,100.00	58,977.79	53.60%
0005-01-51	Local DePere/Allouez/Ash/Mason	253.14	28.47	328.03	4,957.18	53.36	533.53	-	-	-	-	-	-	6,163.71	29,400.00	23,236.29	20.97%
0005-01-61	Sign Repairs	375.54	299.56	1,057.61	422.05	347.07	-	-	-	-	-	-	-	2,501.83	29,000.00	26,498.17	8.63%
0005-01-62	Sign Repairs-I43	-	163.97	-	163.97	-	-	-	-	-	-	-	-	327.94	6,000.00	5,672.06	5.47%
* Includes 3 payperiods		248,749.48	291,660.95	183,346.59	377,619.47	103,738.99	125,886.82	-	-	-	-	-	-	1,331,002.30	3,080,100.00	1,749,097.70	43.21%

* Includes 3 payperiods

0005-08-20	Traffic Signing	110.73	830.83	-	1,108.16	-	2,723.03	-	-	-	-	-	-	4,772.75	-	(4,772.75)	-
0005-98-10	Pavement Marking	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0031-01-31	Kewaunee County-Culvert Steaming	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0038-01-51	Mainnet Bridge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0005-83-81	Security Fence	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0015-01-24	Door County	-	-	2,292.85	-	-	-	-	-	-	-	-	-	-	-	-	-
0015-01-03	Door County	-	-	-	-	3,749.22	-	-	-	-	-	-	-	2,292.85	-	(2,292.85)	-
0005-83-14	Asphaltic repair	-	-	-	-	-	-	-	-	-	-	-	-	3,749.22	-	(3,749.22)	-
0070-01-11	Winnabago Co-Haul Salt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0044-83-11	Outagamie Bridge Decks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0005-08-25		110.73	830.83	2,292.85	1,108.16	3,749.22	432.14	-	-	-	-	-	-	432.14	-	(432.14)	-
Total		248,860.21	292,491.78	185,639.44	378,727.63	107,488.21	129,041.99	-	-	-	-	-	-	1,342,249.26	3,080,100.00	1,737,850.74	-

Total

Construction	January	February	March	April	May	June	July	August	September	October	November	December	Total	Contract
0077-03-00	38,037.42	43,048.82	55,338.46	26,335.60	24,915.72	14,851.59	-	-	-	-	-	-	202,527.61	-
0077-03-33	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1211-18-71	-	226.31	-	-	-	-	-	-	-	-	-	-	226.31	5,000.00
4075-32-60	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1150-42-60	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0015-01-24	-	418.03	-	-	719.02	-	-	-	-	-	-	-	1,137.05	-
0072-40-36	-	-	-	38.30	1,251.77	-	-	-	-	-	-	-	1,290.07	-
0092-43-03	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1480-08-78	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1133-06-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29-Traffic Control	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4131-01-60	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1480-08-78	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1133-06-00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	38,037.42	43,693.16	56,374.05	26,373.90	26,886.51	17,934.56	-	-	-	-	-	-	209,299.60	-
286,897.63	336,184.94	242,013.49	405,101.53	134,374.72	146,976.55	-	-	-	-	-	-	-	1,551,548.86	-

BROWN COUNTY HIGHWAY
BUDGET TO ACTUAL-2010
COUNTY MAINTENANCE COSTS

CTH MAINTENANCE-2010

	BUDGET	Percentage of Budget											
		23-Jan-10	20-Feb-10	20-Mar-10	1-May-10	29-May-10	26-Jun-10	24-Jul-10	21-Aug-10	18-Sep-10	30-Oct-10	27-Nov-10	31-Dec-10
SUMMER													
5331-100-11	740,000	40,214	108,107	222,368	401,373	443,412	471,994	-	-	-	-	-	63.78%
5331-100-12	270,000	-	148	1,762	25,536	75,961	95,734	-	-	-	-	-	35.46%
5331-100-13	210,000	5,962	10,449	10,607	17,685	35,382	94,435	-	-	-	-	-	44.97%
5331-100-14	35,000	1,570	1,835	2,164	2,548	2,646	3,709	-	-	-	-	-	10.60%
5331-100-15	300,000	-	2,676	7,256	17,252	37,046	51,184	-	-	-	-	-	17.06%
5331-100-16	300,000	273	652	14,673	61,971	88,360	107,651	-	-	-	-	-	35.88%
Total	1,855,000	48,019	123,867	258,830	526,365	682,807	824,707	-	-	-	-	-	44.46%
WINTER													
5331-200-21	110,000	961	1,945	7,520	20,696	20,696	20,696	-	-	-	-	-	18.81%
5331-200-23	20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	-	-	-	-	100.00%
5331-200-24	380,000	41,778	139,489	142,009	148,009	148,009	148,009	-	-	-	-	-	38.95%
	950,000	146,251	311,027	387,838	409,055	409,485	409,485	-	-	-	-	-	43.10%
	1,460,000	208,990	472,461	557,367	597,760	598,190	598,190	-	-	-	-	-	40.97%
MAINT SURFACING													
5331-400	265,000	21,203	44,374	74,622	104,752	123,089	140,509	-	-	-	-	-	53.02%
5331-701	225,000	18,383	39,849	69,312	107,608	122,816	136,552	-	-	-	-	-	60.69%
5331-702	100,000	2,678	7,882	19,895	27,952	36,583	40,371	-	-	-	-	-	40.37%
5331-100-19	235,000	-	-	-	83	24,020	46,983	-	-	-	-	-	19.99%
Total	4,140,000	299,273	688,433	980,026	1,364,520	1,587,505	1,787,312	-	-	-	-	-	43.17%

*Paint supplies for county get turned in at year end ESTIMATE

BROWN COUNTY HIGHWAY
BUDGET TO ACTUAL-2010
SHOP AND BUILDING COSTS

OPERATION OF SHOP-2010

	BUDGET	23-Jan-10	20-Feb-10	20-Mar-10	1-May-10	29-May-10	26-Jun-10	24-Jul-10	21-Aug-10	18-Sep-10	30-Oct-10	27-Nov-10	31-Dec-10	Percentage of Budget
Indirect Labor	240,000	15,562	33,078	52,586	86,270	104,545	121,188	-	-	-	-	-	-	50.50%
Training	10,000	-	-	72	3,671	3,682	3,682	-	-	-	-	-	-	36.82%
Shop Supplies	94,000	664	9,858	15,452	23,924	31,100	35,557	-	-	-	-	-	-	37.83%
Shop Tools	21,000	-	1,675	4,321	8,419	9,020	9,863	-	-	-	-	-	-	46.97%
Tool Allow	15,000	4,426	4,426	4,806	5,588	6,830	7,645	-	-	-	-	-	-	50.97%
First Aid/Safety	18,000	-	126	1,447	1,756	2,930	4,268	-	-	-	-	-	-	23.71%
Maint Shop Equip	10,000	273	1,457	2,821	3,595	4,383	4,678	-	-	-	-	-	-	46.78%
Telephone	7,000	13	115	659	1,652	2,187	2,700	-	-	-	-	-	-	38.57%
Service Truck	55,000	4,400	8,800	13,750	18,150	22,550	27,500	-	-	-	-	-	-	50.00%
Credits	(12,000)	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
Depreciation	15,000	1,200	2,400	3,750	4,950	6,150	7,500	-	-	-	-	-	-	50.00%
Stockroom Credit	(10,000)	(2,826)	(5,494)	(6,880)	(8,910)	(9,938)	(10,758)	-	-	-	-	-	-	107.58%
Total	463,000	23,712	56,441	92,784	149,065	183,439	213,823	-	-	-	-	-	-	46.18%

50% X estimate

OPERATION OF BUILDINGS

Indirect Labor	76,000	36	395	395	431	1,004	1,129	-	-	-	-	-	-	1.49%
Cleaning/Lockup	60,000	2,403	4,725	7,584	14,251	18,808	22,260	-	-	-	-	-	-	37.10%
Bldg Mt-Labor	9,500	-	-	316	1,051	1,051	1,051	-	-	-	-	-	-	11.06%
Bldg Mt-Material	80,000	7,616	18,294	29,494	36,817	39,524	43,566	-	-	-	-	-	-	48.41%
Bldg Mt-Machinery	3,000	400	3,875	9,481	13,289	15,328	15,477	-	-	-	-	-	-	19.35%
Heat	95,000	7,600	13,311	17,181	30,771	32,295	32,668	-	-	-	-	-	-	0.00%
Light/Power	45,000	360	4,240	5,388	12,341	15,044	17,002	-	-	-	-	-	-	0.00%
Water	9,000	720	370	731	2,060	2,581	3,123	-	-	-	-	-	-	37.78%
Fire Protection	4,500	360	360	360	360	360	360	-	-	-	-	-	-	34.70%
Salt Storage Cr.	(20,000)	-	-	-	-	-	-	-	-	-	-	-	-	8.00%
Credit-Building Admin	(22,000)	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
Credit-State/Co	(90,000)	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
Depreciation	110,000	8,800	17,600	27,500	36,300	45,100	55,000	-	-	-	-	-	-	50.00%
Insurance	8,000	640	1,280	2,000	2,640	3,280	4,000	-	-	-	-	-	-	50.00%
Admin/Eng/Traf Cr	-	-	-	-	-	-	-	-	-	-	-	-	-	#DIV/0!
Electrician/w credit at	60,000	2,715	4,748	6,766	9,730	10,420	10,799	-	-	-	-	-	-	18.00%
Total	518,000	31,650	69,198	107,196	160,041	184,795	206,435	-	-	-	-	-	-	39.85%

BROWN COUNTY HIGHWAY
BUDGET TO ACTUAL-2010
MACHINERY EXPENSE

OPERATION OF MACHINERY-2010

	BUDGET	23-Jan-10	20-Feb-10	20-Mar-10	1-May-10	29-May-10	26-Jun-10	24-Jul-10	21-Aug-10	18-Sep-10	1-Nov-10	29-Nov-10	31-Dec-10	Percentage of Budget
Gasoline	5324-10	30,000	1,674	4,191	6,534	9,330	12,233	18,120	-	-	-	-	-	60.40%
Diesel Fuel	5324-11	694,500	45,808	108,838	141,515	171,045	210,337	270,539	-	-	-	-	-	38.95%
Kerosene	5324-12	2,000	-	120	120	120	120	120	-	-	-	-	-	6.00%
Motor Oil	5324-20	25,000	1,883	2,984	4,733	8,197	10,055	10,433	-	-	-	-	-	41.73%
Grease	5324-21	5,000	373	885	1,175	1,622	1,908	1,908	-	-	-	-	-	38.16%
Anti-Freeze	5324-22	3,000	279	452	493	522	660	660	-	-	-	-	-	22.00%
Repair Labor	5324-30	850,000	52,541	119,396	177,929	257,990	311,268	366,528	-	-	-	-	-	43.12%
Repair Material	5324-40	600,000	15,525	80,249	127,142	189,518	225,452	271,016	-	-	-	-	-	45.17%
Iron	5324-41	20,000	13	406	890	1,176	1,370	1,572	-	-	-	-	-	7.86%
Equip Paint	5324-42	8,500	191	779	1,067	1,890	1,909	2,291	-	-	-	-	-	26.95%
Tire/Tubes	5324-50	50,000	4,405	8,281	9,133	16,416	18,669	25,400	-	-	-	-	-	50.80%
Batteries	5324-51	7,000	598	547	622	911	1,135	1,358	-	-	-	-	-	19.40%
Equip Rental	5324-70	70,000	-	-	-	-	-	-	-	-	-	-	-	0.00%
Overhead	5324-06	981,000	78,480	156,960	245,250	323,730	402,210	490,500	-	-	-	-	-	50.00%
Depreciation	5324-81	680,000	54,400	108,800	170,000	224,400	278,800	340,000	-	-	-	-	-	50.00%
Insurance	5324-81	44,000	3,520	7,040	-	14,520	18,040	22,000	-	-	-	-	-	50.00%
Total		4,070,000	259,690	599,928	886,603	1,221,387	1,494,166	1,822,445	-	-	-	-	-	44.78%

Estimate Budget Target 50%

XX Estimate

Revenue	4,070,000	275,302	695,061	888,824	1,123,179	1,393,027	1,701,245	-	-	-	-	-	-	-
Estimated Gain (Loss)		15,612	95,133	2,221	(98,208)	(101,139)	(121,200)	-	-	-	-	-	-	-

BROWN COUNTY HIGHWAY
BUDGET TO ACTUAL-2010
ADMIN/SUPERVISION

ADMINISTRATION/SUPERVISION 2010

BUDGET		20-Feb-10	20-Mar-10	1-May-10	29-May-10	26-Jun-10	24-Jul-10	21-Aug-10	18-Sep-10	1-Nov-10	29-Nov-10	31-Dec-10	Percentage of Budget
ADMINISTRATION													
Office Salaries	5311-101	331,600	41,415	64,693	99,933	123,425	153,596	-	-	-	-	-	46.32%
Travel-Staff	5311-102	600	290	308	662	775	775	-	-	-	-	-	129.17%
Office Supplies	5311-104	6,000	-	-	175	319	1,074	-	-	-	-	-	17.90%
Postage	5311-106	3,000	-	-	7	7	510	-	-	-	-	-	17.00%
Machine Mt/Deprec	5311-107	5,000	800	1,250	1,650	2,050	2,500	-	-	-	-	-	50.00%
Building Exp	5311-108	15,000	2,400	3,750	4,950	6,150	7,500	-	-	-	-	-	50.00%
Publication	5311-109	-	-	-	-	-	-	-	-	-	-	-	#DIV/0!
Bid Advertising	5311-110	500	-	122	217	217	217	-	-	-	-	-	43.40%
Setback Admin	5311-113	200	50	50	50	50	50	-	-	-	-	-	25.00%
Telephone	5311-105	3,000	54	291	757	988	1,227	-	-	-	-	-	40.90%
Data Processing	5311-111	87,609	14,017	20,584	25,955	31,663	37,487	-	-	-	-	-	42.79%
Indirect Cost	5311-116	105,889	8,824	17,648	35,296	44,120	53,044	-	-	-	-	-	50.09%
Total		558,398	67,851	108,696	169,652	209,651	257,980	-	-	-	-	-	46.20%
SUPERVISION													
Salaries/Fringe	5319-100	426,945	47,495	69,507	97,395	113,482	128,968	-	-	-	-	-	30.21%
Car Expense	5319-200	50,000	8,000	12,500	16,500	20,500	25,000	-	-	-	-	-	50.00%
Other Expense	5319-300	1,000	222	332	448	558	670	-	-	-	-	-	67.00%
Jury Duty	5319-500	1,000	502	502	502	502	502	-	-	-	-	-	50.20%
Training	5319-600-700	24,000	816	1,236	10,945	11,233	11,233	-	-	-	-	-	46.80%
Total		502,945	57,035	84,077	125,790	146,275	166,373	-	-	-	-	-	33.08%
INTEREST/BONDS													
Insurance (1)	5316-000	93,686	15,019	23,422	30,916	38,411	46,843	-	-	-	-	-	50.00%
Radio	5317-400	8,000	1,280	2,000	2,640	3,280	4,000	-	-	-	-	-	50.00%
Grand Total		1,163,029	141,184	218,195	328,998	397,617	475,196	-	-	-	-	-	40.86%

INSURANCE(1) AT END OF YEAR PART OF COST TRANSFERRED TO MACHINERY FUND

X Estimated

BROWN COUNTY HIGHWAY
COUNTY AID BRIDGE CONSTRUCTION
ANALYSIS FOR YEAR 2010

Balance 1/1/2010	County Levy	District Levy	Total Available	2010 Expenditures	Balance 12/31/2010
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TOWN

Eaton	25,327.10	20,000.00	20,000.00	65,327.10	-	65,327.10
Glenmore	140,530.40	5,000.00	5,000.00	150,530.40	32,085.00	118,445.40
Green Bay	125,035.16	30,000.00	30,000.00	185,035.16	-	185,035.16
Holland	378,765.80	-	-	378,765.80	7,316.00	371,449.80
Humboldt	51,385.93	-	-	51,385.93	-	51,385.93
Lawrence	138,099.75	12,000.00	12,000.00	162,099.75	-	162,099.75
Ledgeview	230,927.35	-	-	230,927.35	-	230,927.35
Morrison	68,586.11	5,000.00	5,000.00	78,586.11	-	78,586.11
New Denmark	61,048.33	19,000.00	19,000.00	99,048.33	929.15	98,119.18
Pittsfield	245,416.74	20,000.00	20,000.00	285,416.74	-	285,416.74
Rockland	102,314.65	15,000.00	15,000.00	132,314.65	-	132,314.65
Scott	68,956.18	-	-	68,956.18	-	68,956.18
Wrightstown	676,702.39	50,000.00	50,000.00	776,702.39	-	776,702.39

VILLAGE

Ashwaubenon	255,208.87	-	-	255,208.87	-	255,208.87
Bellevue	254,817.25	50,000.00	50,000.00	354,817.25	-	354,817.25
Howard	570,387.02	20,000.00	20,000.00	610,387.02	-	610,387.02
Hobart	69,712.49	15,000.00	15,000.00	99,712.49	-	99,712.49
Suamico	507,124.19	-	-	507,124.19	-	507,124.19

TOTAL	3,970,345.71	261,000.00	261,000.00	4,492,345.71	40,330.15	4,452,015.56
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Brown County

Planning

Budget Status Report

6/30/2010

YTD

Actual

Annual Budget

YTD Actual

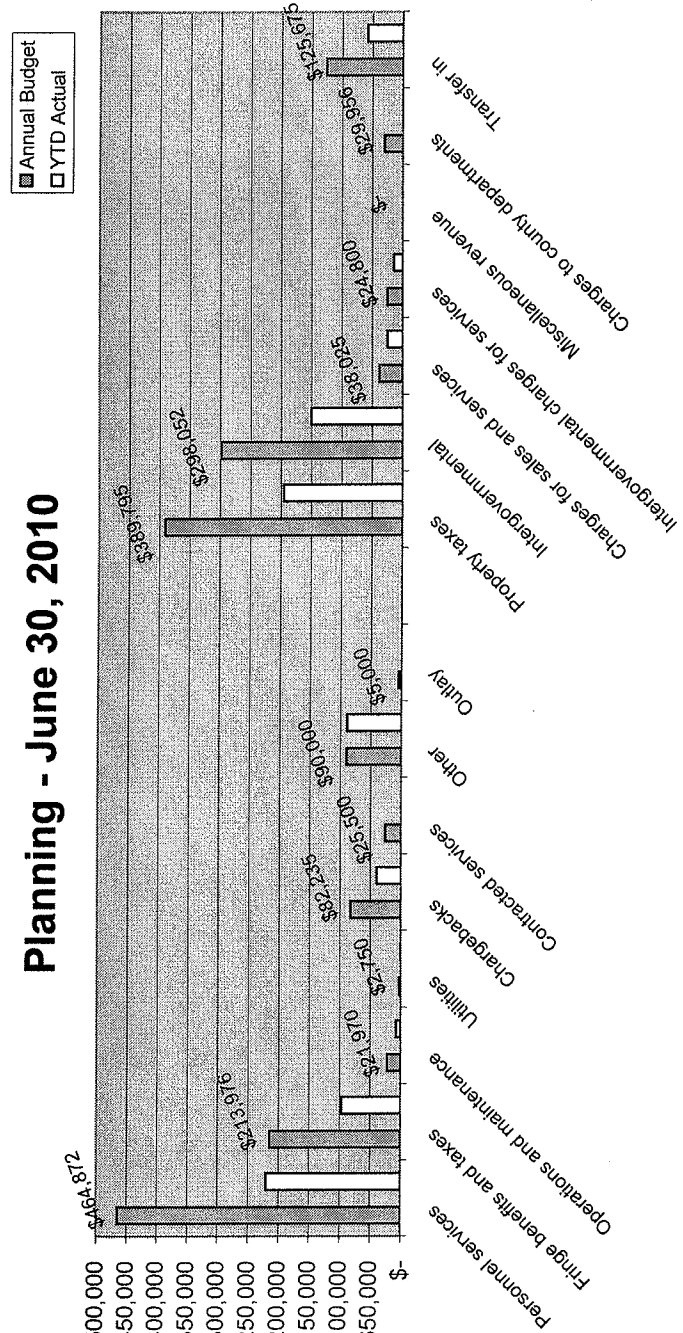
Personnel services	\$ 464,872	\$ 220,096
Fringe benefits and taxes	\$ 213,976	\$ 96,399
Operations and maintenance	\$ 21,970	\$ 7,294
Utilities	\$ 2,750	\$ 373
Chargebacks	\$ 82,235	\$ 39,717
Contracted services	\$ 25,500	\$ -
Other	\$ 90,000	\$ 88,855
Outlay	\$ 5,000	\$ -
Property taxes	\$ 389,795	\$ 194,898
Intergovernmental	\$ 298,052	\$ 150,138
Charges for sales and services	\$ 38,025	\$ 24,540
Intergovernmental charges for services	\$ 24,800	\$ 14,620
Miscellaneous revenue	\$ -	\$ 32
Charges to county departments	\$ 29,956	\$ -
Transfer in	\$ 125,675	\$ 58,365

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

Planning - June 30, 2010



Brown County
Property Listing
Budget Status Report

6/30/2010

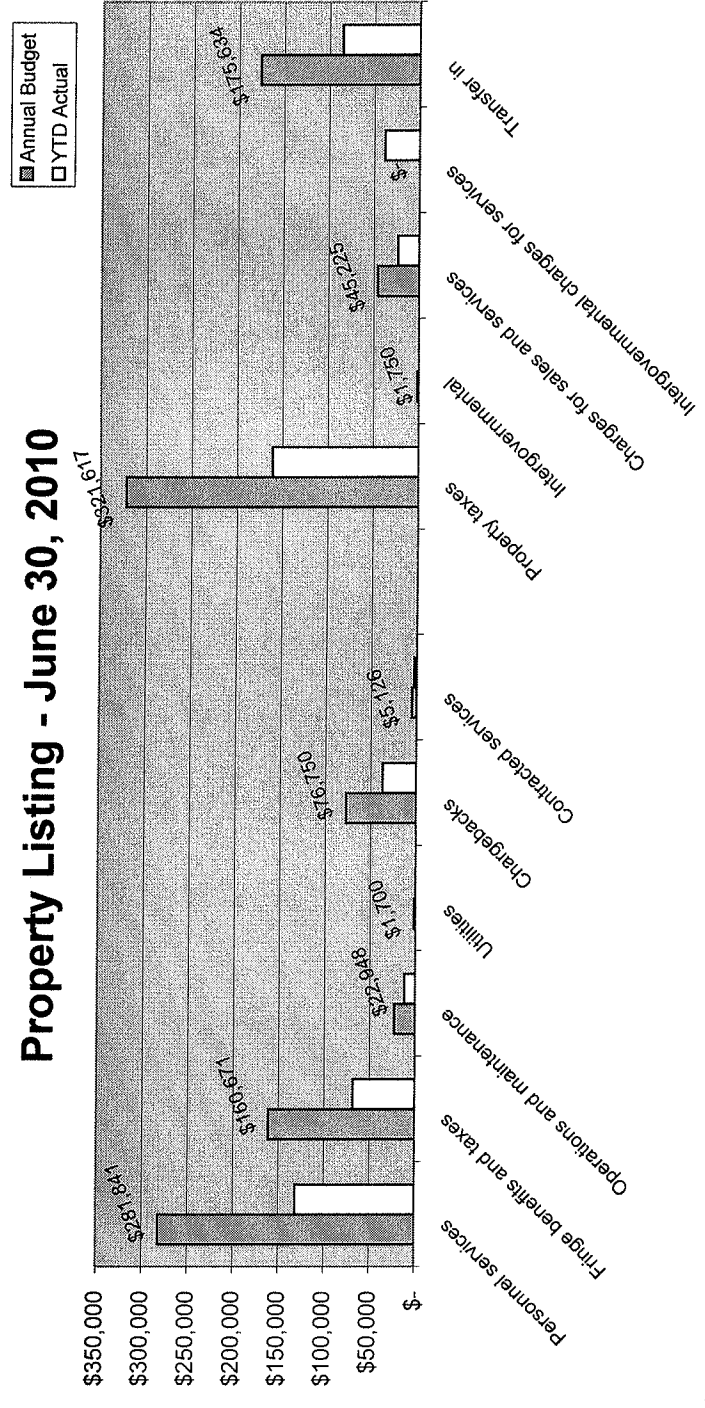
	Annual Budget	YTD Actual
Personnel services	\$ 281,841	\$ 131,567
Fringe benefits and taxes	\$ 160,671	\$ 67,792
Operations and maintenance	\$ 22,948	\$ 11,766
Utilities	\$ 1,700	\$ 430
Chargebacks	\$ 76,750	\$ 36,825
Contracted services	\$ 5,126	\$ 2,745
Property taxes	\$ 321,617	\$ 160,809
Intergovernmental	\$ 1,750	\$ -
Charges for sales and services	\$ 45,225	\$ 23,128
Intergovernmental charges for services	\$ -	\$ 38,000
Transfer in	\$ 175,634	\$ 85,021

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels. We may need to exceed supplies for an ongoing survey project that would have offsetting revenue.

Revenues: Budgeted revenues are at or above projections. We also have \$38,000 in unanticipated revenue from a WisDOT project that we were able to take on due to our new GPS equipment.

Property Listing - June 30, 2010



Brown County
Zoning
Budget Status Report
6/30/2010

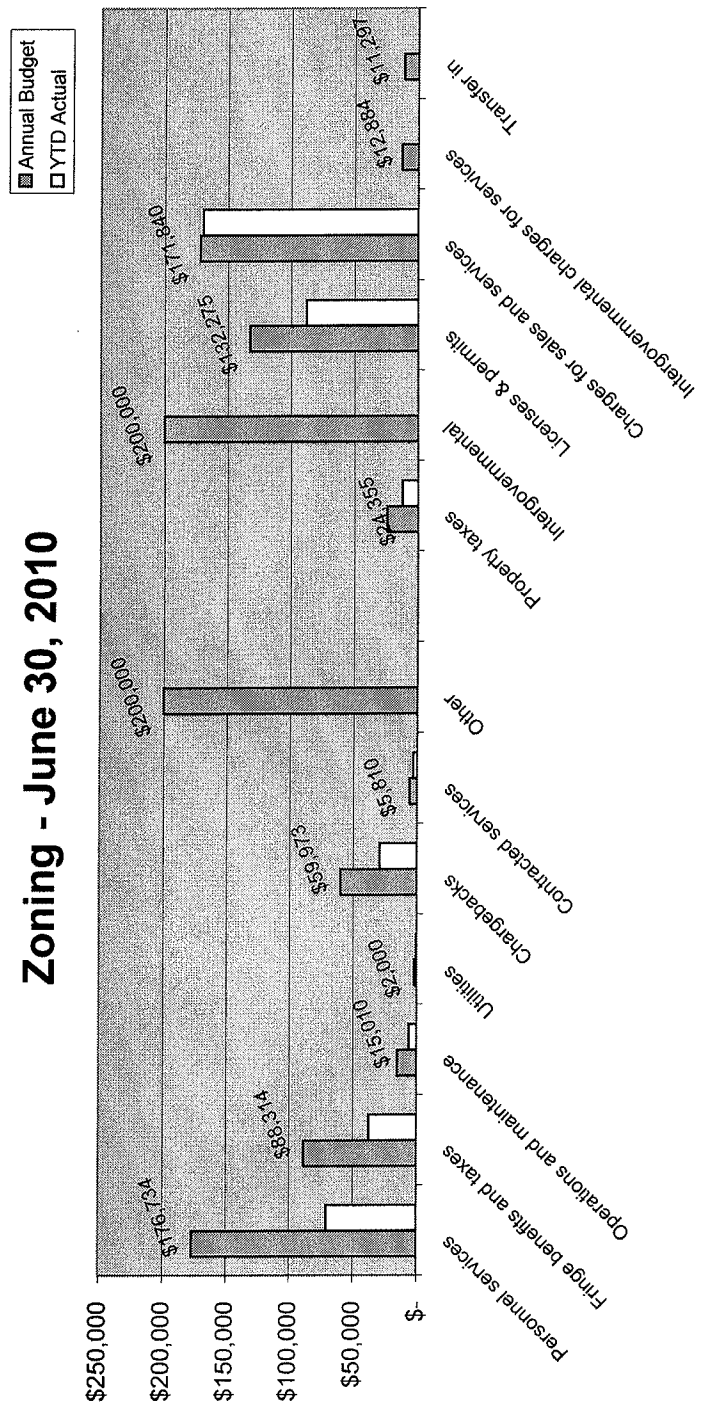
	Annual Budget	YTD Actual
Personnel services	\$ 176,734	\$ 70,661
Fringe benefits and taxes	\$ 88,314	\$ 37,357
Operations and maintenance	\$ 15,010	\$ 6,053
Utilities	\$ 2,000	\$ 413
Chargebacks	\$ 59,973	\$ 29,007
Contracted services	\$ 5,810	\$ 3,065
Other	\$ 200,000	\$ -
Property taxes	\$ 24,355	\$ 12,177
Intergovernmental	\$ 200,000	\$ -
Licenses & permits	\$ 132,275	\$ 87,765
Charges for sales and services	\$ 171,840	\$ 169,575
Intergovernmental charges for services	\$ 12,884	\$ -
Transfer in	\$ 11,297	\$ -

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: Permits and public charges are progressing at our anticipated rate.

Zoning - June 30, 2010



Brown County
Register of Deeds
Budget Status Report
6/30/2010

	Annual Budget	YTD Actual
Salaries Personnel Services	\$ 471,684	\$ 232,406
Fringe Benefits	\$ 302,752	\$ 152,924
Operations & Maintenance	\$ 49,463	\$ 30,455
Utilities	\$ 3,600	\$ 643
Chargebacks	\$ 163,399	\$ 78,084
Contracted Services	\$ 16,500	\$ 7,771
Transfer Fees	\$ 450,000	\$ 216,283
Charges for Sales & Services	\$ 950,300	\$ 383,271
Property Taxes	\$ (392,902)	\$ (196,451)

HIGHLIGHTS:

Cost categories are within budget.

Revenue received in excess of costs is returned to the General Fund. The revenue is dependent on the housing market, which has decreased activity since 2006.

**Register of Deeds -
June 2010**

